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## Chelmsford City Council - Chelmsford Policy Board

19<sup>th</sup> December 2022

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### Chelmsford Garden Community – Strategic Growth Site 6 Stage 1 Masterplan Framework

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#### Report by:

Director of Sustainable Communities

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#### Purpose

The report seeks the Policy Board's agreement to recommend to Cabinet, the approval of Chelmsford Garden Community Development Framework Document (DFD), which forms part of the Stage 1 Masterplan Framework, and note progress on the other elements of the Framework.

#### Recommendations

1. That Policy Board recommend to Cabinet that the Development Framework Document (DFD) attached at Appendix 1 be approved subject to agreement of an amended active travel network; inclusion of an appropriate process to agree Site-wide Design Principles; Domsey Lane access arrangements and the principles of the community stewardship arrangements.
2. That Policy Board delegate the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, to make any final changes to the Development Framework Document (DFD), including any arising from matters set out in recommendation 1, ahead of consideration by Cabinet.
3. That Policy Board note the Planning Framework Agreement (PFA) Summary attached at Appendix 2 and the commentary on the preparation and monitoring of the Infrastructure Delivery Plan (IDP) set out at Section 10 of this report.

## 1. Background

- 1.1. The Stage 1 Masterplan Framework presented in this report relates to Strategic Growth Site Policy 6 – North-East Chelmsford. The site was given formal status as a Garden Community by Homes England in summer 2019 through the National Garden Communities Programme. The Chelmsford Garden Community encompasses all the land included within Strategic Growth Site 6 in the Chelmsford Local Plan as well as the emerging communities of Beaulieu and Channels.
- 1.2. The Garden Community will be delivered over a period of approximately 20 years by a consortium of developers and promoters; these comprise Countryside L&Q (North-East Chelmsford) LLP ('CLQ'), who are currently delivering the Beaulieu development, Ptarmigan Land Ltd who are delivering the residential-led development at Channels and Halley Developments Ltd, all working in partnership with Chelmsford City Council, Essex County Council and Homes England.
- 1.3. The Chelmsford Garden Community will create a community of around 10,000 new homes and new employment opportunities in North-East Chelmsford building upon the success of recent development at Beaulieu and Channels and designed to meet the Garden City Principles, set out by the Town and Country Planning Association (TCPA), as detailed in paragraph 3.4 of this report.
- 1.4. The formal determination of the stage 1 masterplan consists of two stages: (i) consideration by Chelmsford Policy Board and (ii) approval by the Cabinet.

### Local Plan Position

- 1.5. Strategic Policy S7 of the Chelmsford Local Plan sets out the spatial strategy for new development over the plan period; in allocating sites for strategic growth, the policy confirms that Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council. The approach seeks to ensure the creation of attractive places to live and the successful integration of new communities with existing. Masterplans are required to demonstrate how a site will satisfy the requirements of the respective site policies.
- 1.6. The site policy for Strategic Growth Site 6 – North-East Chelmsford allocates land for a high-quality, comprehensively-planned, new sustainable Garden Community that will provide a significant amount of new housing and employment, whilst maximising opportunities for sustainable travel in a landscaped setting. The policy requires the following:

### *Amount and Type of Development*

- Around 3,000 new homes of mixed size and type to include affordable housing and specialist residential accommodation (*as set out in the Local Plan the site extent allocated in the adopted Local Plan has been drawn to accommodate approximately 5,500 new homes, but 3,000 new homes programmed for delivery in the current Plan period up to 2036*).
- 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 early years and childcare nurseries.
  - Appropriate provision of community space and significant new multi-functional green infrastructure.
- 1.7. The Council's Masterplan Procedure Note updated in October 2019 sets out the purpose of masterplans and what the documents should contain. The note recognised that Strategic Growth Site 6 – North-East Chelmsford would follow a different masterplanning approach than other strategic sites; this was on account of (i) its size, being significantly larger than any other site in the Local Plan, with delivery expected to continue beyond the Plan period and (ii) its formal inclusion within the National Garden Communities Programme. The Procedure Note referenced the significantly different delivery structure already in place for the Garden Community, which differs from other strategic sites, and the successful Homes and Infrastructure Bid (HIF) for the new Railway Station and Chelmsford North-East Bypass, both of which have a separate delivery governance.
- 1.8. The Garden Community masterplanning has followed a bespoke process to achieve the same objectives. The masterplan process has followed a similar process as followed by the other strategic sites. Due to the scope and scale of the Garden Community proposals, this has involved more widespread consultation with more detailed supporting evidence. However, the approval process from the City Council is the same as the other strategic sites within the Local Plan.

#### Stage 1 Masterplan – Framework

- 1.9. The Stage 1 Masterplan Framework is comprised of three core documents:
- **Development Framework Document (DFD)** – The DFD sets out the vision and framework for the Garden Community; at its heart are two Framework Parameter Plans (Land Use & Access and Green Infrastructure). The plans in turn inform an illustrative masterplan. The document is intended to provide a robust and comprehensive framework for delivering the whole Chelmsford Garden Community, which will guide and inform all future planning applications.
  - **Infrastructure Delivery Plan (IDP)** – The IDP sets out the framework for infrastructure delivery, when this needs to be delivered, by whom and at what cost.
  - **Planning Framework Agreement (PFA)** – The PFA will be the overarching legal agreement for the entire Garden Community to ensure comprehensive development across the three separate landownerships. This will provide the legal framework for the Site Specific s106 Agreements for individual outline planning applications.
- 1.10. The Stage 1 Masterplan is supported by a range of technical evidence-based documents; these are inter-related and intended to ensure seamless, consistent, and comprehensive delivery, community stewardship, and design quality across the whole Garden Community.
- 1.11. The Stage 2 Masterplans will comprise three outline planning applications to be submitted by each member of the Developer Consortium. The first outline application,

which is a hybrid application with full details of highway works, has now been submitted for Zone 1 (Ptarmigan Land Ltd) and is currently in the consultation stage. The applications for Zones 2 and 3 are expected later in December 2022 / early January 2023. The outline applications will need to be in broad conformity with the approved Stage 1 Masterplan documents. The Stage 1 Masterplan will be a significant material planning consideration in the determination of these planning applications. In accordance with the Local Plan Strategic Growth Site Policy 6, decisions on planning applications will not be considered ahead of all components of the Stage 1 Masterplan Framework being formally approved by the Council

## 2. The Journey to this Stage

### Overview

- 2.1. The DFD was commissioned by the Developer Consortium and has been produced in partnership with the City Council, Essex County Council and Homes England, led by masterplanners JTP, working alongside planning consultants and other environmental and technical consultants. The purpose of the DFD, IDP and PFA is to ensure that the CGC is developed in a comprehensive manner, in accordance with the TCPA Garden City Principles and with place making at its heart.

### Engagement & Governance

- 2.2. Following its formal status as a Garden Community, a governance structure for the project was established.
- 2.3. The Chelmsford Garden Community Delivery Board set up in 2019 has continued to meet regularly and provide strategic guidance and oversight, as well as acting as a resolution forum to ensure the timely delivery of the Garden Community and its supporting infrastructure. The Board meets at least three times a year and comprises senior representatives from CCC, chaired by the Chief Executive with the Leader, the Cabinet Member for Sustainable Development and the Director for Sustainable Communities, ECC Cabinet Member for Economic Renewal, Infrastructure and Planning, ECC Head of Planning and representatives from Homes England and the Developer Consortium.
- 2.4. A Steering Group also continues to meet on a regular basis and comprises officers from CCC, ECC and the Developer Consortium.
- 2.5. A Community Liaison Group (CLG) established in 2019 provides updates to local interest groups. The CLG comprises CCC members and officers, ECC officers, local ward councillors, representatives of the local Parish Councils and representatives from other local interest groups including Boreham and Broomfield Neighbourhood Plan Groups, the Channels Residents' Association, local Cycling Action Group, Essex Wildlife Trust, Essex Bridleways Association, Beaulieu Churches and Beaulieu schools.
- 2.6. Following the recommendations of a Community Governance Review undertaken by CCC and concluded in March 2022, a new Parish Council for the Garden Community will come into force from 1 April 2023. A Shadow Chelmsford Garden Community Council has been formed to help aid the transition of responsibilities.

### Community & Technical Stakeholder Workshops

- 2.7. Development of the DFD has been shaped by wide-ranging stakeholder and community engagement; this has included some face-to-face meetings pre Covid-19 and a series

of technical and masterplanning workshops and design charettes from June 2021 to October 2022. Meetings have been topic basic, including transport and movement, green and blue infrastructure, and stewardship. A series of eight masterplan workshops were held with CCC and ECC officers and their consultants between May to November 2021. The workshops have taken place alongside member and Parish Council briefings.

#### Technical Studies

- 2.8. A series of strategies and studies have been developed by CCC in collaboration with ECC and the Consortium; these have been funded by the capacity grant awarded to CCC by the then Ministry of Housing, Communities and Local Government (MHCLG) through Homes England or through the Planning Performance Agreement (PPA) agreed and funded by the Developer Consortium.
- 2.9. CCC also commissioned external consultants to provide independent specialist advice to inform the DFD and supporting documents in relation to energy and sustainability, sustainable transport, masterplanning and stewardship in addition to infrastructure planning/viability and legal support.

#### Communication & Branding

- 2.10. The Delivery Board agreed that the Garden Community should have its own unique and recognisable identity throughout its communication and engagement. Joint branding has been developed and all parties have used this branding across consultation material and documents associated with the Garden Community. A website was created for the Garden Community <https://chelmsfordgardencommunity.co.uk/> and this includes information for the Community Liaison Group, a document library and project plan.

#### Public Consultation

- 2.11. The draft DFD was submitted to the City Council in May 2022. A detailed consultation leaflet was posted to 5,500 properties and businesses within the area covered by the Chelmsford Garden Community (including Beaulieu and Channels) and to properties within parts of North Springfield, Beaulieu Park and abutting the strategic site, in advance of the submission of the DFD.
- 2.12. The leaflet contained a copy of the illustrative masterplan and outlined its key components, as well as providing residents with the opportunity to (i) view a virtual exhibition summarising the main elements of the Masterplan, to (ii) attend a public exhibition held at Beaulieu Community Centre and/or (iii) to attend a virtual presentation and Q&A. The leaflet signposted residents to the CCC website and outlined how they could respond to the public consultation on the masterplan. Online briefings have been held with members, local residents and the CLG.

#### Essex Quality Review Panel (EQRP)

- 2.13. The masterplan was reviewed by the Essex Quality Review Panel on 8th June 2022. The panel recognised that the site is challenging and appreciated that considerable work had been undertaken to develop the proposals to their current stage.
- 2.14. The Panel's main comments and suggestions for the masterplan stage were as follows:
  - The 15 minute neighbourhood concept is supported.
  - Demonstrate the provision of a distinctive character to each of the four villages.

- Encourage the ambition of creating multi-purpose spaces with the potential to create increased activity such as pop-up usable spaces.
- Promote higher density living by reducing building footprint and proximity distances.
- Ensure integration of the eastern and western sides of the Garden Village.
- Alternative treatments such as land bridges to enable greater cohesiveness and connection between neighbourhoods to be explored.
- Movement strategy considered a positive element demonstrating sustainable Garden City principles; opportunities to allow for greater east-west movement and to ensure healthy and modal shift opportunities are maximised and can flex and change over the lifetime of the masterplan to be explored. Walking and cycling routes to be attractive and convenient.
- Promote areas which are exclusively for pedestrians and cyclists to further encourage active travel and sustainable green links.
- Safe and convenient links beyond the Garden Community should be provided.
- Bus routes could operate within the development at 6m as suggested.
- Reduced parking provision and inclusion of EV charging for all bays supported.
- The re-purposing of parking bays should be considered at an early stage.
- Chelmer Valley Park and Ride is a missed opportunity and could be used for other opportunities as it is not working at full capacity.
- Position and layout of the Northern RDR creates a section of isolated housing to its north.
- All Through School in a central location welcomed; greater clarity required regarding connections to show their overall legibility. School to be an exemplar in design.
- Open space strategies should reference playable spaces and contain commentary on how recreational and leisure spaces connect people with their homes.
- Masterplan should be sufficiently flexible to include temporary and meanwhile recreational spaces within the green infrastructure, with the option for temporary sports pitches and opportunities for communal areas within open public zones.
- Community growing must be a key deliverable of the masterplan.
- Further demonstrate how heritage contributes to all aspects of the future masterplan and design codes; review how the bridge and other built forms could be created as a progression of a heritage narrative.
- Potential to utilise the zones which have already been excavated for minerals within the emerging proposals to be explored.
- Vibrant circular economy important in promoting the strength of the future community, by encouraging people to co-habit and live together within a special Garden Community.
- Greater ambition required in relation to the delivery of net zero in the residential and non-residential elements of the scheme. Further details on a climate change resilience plan should be provided.
- 100% waste diversion from landfill is supported.
- Stewardship/governance of the three key open spaces identified within the masterplan should be explored.
- The implementation of a design code outlining the key deliverables and objectives of the Garden Community, and which embeds future stewardship by the community to be created.
- Encourage targets to be achieved with firm and definite commitments.

2.15. The Developer Consortium have made changes to the masterplan, in response to the comments made by the Quality Review Panel in addition to other consultation responses from residents and stakeholders.

Amendments to the DFD

- 2.16. The DFD has been the subject of extensive discussion and amendment in response to comments made by officers and consultees. A comprehensive summary of officers' comments, which took full account of all the consultation responses, the Consortium's response to those comments and the agreed position is set out at Appendix 3. A summary of the consultation responses and representations from local residents and neighbouring landowners is set out at Appendix 4.
- 2.17. The key changes made to the DFD have comprised (i) development of primary/secondary active travel routes and a wider route connections plan to areas beyond the Garden Community, (ii) update to road and active travel route cross-sections, (iii) development and reinforcement of the Heritage and Landscape strategies, (iv) inclusion of a plan detailing the approach to Domsey Lane with an accompanying technical note, (v) inclusion of a plan explaining the 15 minute neighbourhood concept, (vi) additional justification for the position of village centres, (vii) updates to the parking, design code, energy, sustainability and phasing strategies, (viii) updated diagrams detailing the Travelling Showpeople site, (ix) additional pedestrian/cycle crossings over the future Chelmsford North-East Bypass, (x) a review of the proposed school site locations and (xi) the inclusion of road and street typologies.
- 2.18. Letters of representation and a petition has been received from the residents of Domsey Lane; their concerns, along with those from other residents / interested parties are set out in detail at Section 9 – Public Consultation of this report. The concerns raised by the residents of Domsey Lane were also echoed at two resident workshops organised by the Consortium in relation to the future outline planning applications for Zones 2 and 3. The DFD now contains a dedicated section on Domsey Lane, at officers' request. A targeted re-consultation has commenced with residents of Domsey Lane and the City Council has written to them providing them with the opportunity to review the technical note and character area section as set out at pages 144 and 145 of the DFD. In accordance with recommendation 2 of this report, further responses arising from this targeted consultation will be considered and reported to Cabinet to inform the decision making process.

Member Presentation

- 2.19. Prior to the Chelmsford Policy Board meeting all City Council members, members of the new Shadow Chelmsford Garden Community Council and relevant ECC members were invited to a briefing by the Consortium on 8<sup>th</sup> December 2022 setting out the content of the final draft masterplan.

Community Liaison Group Presentation

- 2.20. Members of the Community Liaison Group were invited to a briefing by the Consortium on 13<sup>th</sup> December, again setting out the content of the final draft masterplan.

3. Vision

A Shared Ethos & Vision based on Garden City Principles

- 3.1. The ambition for the Chelmsford Garden Community is that it becomes exemplary; this means that it exceeds what has typically been achieved in other major development schemes within the city area to date.

- 3.2. The DFD sets out the shared vision, at pages 25-49; this is one of a shared place, displaying an ethos of equality that reflects the collaboration behind its development; every element of the vision is informed by the need to become carbon zero and to minimise the impact of the new community on climate change. The shared ethos has five key pillars, which permeate through every part of the DFD and are encapsulated within the masterplan; these are:
1. Rewilding Everyday Life – Green and blue infrastructure everywhere.
  2. Participatory Governance – Pro-active community.
  3. Promoting Active Travel – Walkable, cyclable, connected.
  4. Inclusive Villages – Accessible, affordable, liveable.
  5. 15 Minute Neighbourhoods – Circular economy.
- 3.3. The five key pillars have informed the Guiding Framework Principles; these are shown diagrammatically in a wagon wheel, which appears on each page of the DFD.
- 3.4. The Town & Country Planning Association (TCPA) Garden City Principles were used as a starting point and informed the basis of the ethos of the Garden Community; these principles are set out below:
1. Land value capture for the benefit of the community.
  2. Strong vision, leadership and community engagement.
  3. Community ownership of land and long-term stewardship of assets.
  4. Mixed-tenure homes and housing types that are genuinely affordable.
  5. A wide range of local jobs in the Garden City within easy commuting distance of homes.
  6. Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
  7. Development that enhances the natural environment providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience.
  8. Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
  9. Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

#### Key Targets & Metrics

- 3.5. The vision is underpinned by a series of key targets and metrics:
- 50% Green Infrastructure.
  - 20% Biodiversity Net Gain.
  - 1 Job per Dwelling.
  - 15 Minute Villages – Create neighbourhoods where day-to-day needs are accessible by an active journey of less than 15 minutes.
  - The Power of 10+ - Clustering complementary mixed uses and facilities such that they become greater than the sum of their parts.
  - 100% Working Towards Waste Diversion from Landfill.
  - 3 Trees per Dwelling.
  - At Least 60% of Trips by Non-Car & Active Modes of Travel.
- 3.6. The development will deliver the following:
- Around 5,500 new homes of mixed size and tenure, of which 35% will be affordable.

- 9.19ha of dedicated employment land.
  - Four new mixed use Village Centres.
  - A new all-through school (including primary with co-located early years, secondary and potentially a sixth form), up to three further primary schools (with co-located early years) and at least two standalone early years facilities, as demand requires.
  - 238.5ha of green and blue infrastructure (including the 108.8ha Dukes Wood Nature Park).
  - 17.3ha of new outdoor formal sports facilities.
  - Comprehensive infrastructure to support sustainable travel modes.
  - New Radial Distributor Road 2 from Essex Regiment Way.
  - Safeguarding of land for the future expansion of the Chelmer Valley Park and Ride.
  - Safeguarding of land for Chelmsford North-East Bypass and provision of future bridge crossings.
  - Travelling Showpeople Site for 9 serviced plots.
- 3.7. The Vision is expanded upon in greater detail in pages 25-49 of the DFD and within Section 4 of the report below.
- 3.8. The development has been designed to follow the concept known as the Power of 10+, whereby a well-planned and visited place can effectively become greater than the sum of its parts, by providing people with ten or more reasons to visit a place. Four villages are provided across the development; these are intended to become 'community anchors' offering a rich range of facilities and services as expanded upon in Section 4 of this report.
- 3.9. The shared ethos, as set out in the Vision seeks to ensure that each of the villages which make up the Garden Community are inclusive, delivering a wide mix of homes of varying tenures, types and sizes and catering to a range of needs. 35% of the dwellings are to be delivered as affordable housing with the mix of housing to be provided in accordance with the most up to date planning policies (presently Policies DM1 and DM2 of the Chelmsford Local Plan), the Strategic Housing Market Assessment (SHMA) and the Council's Housing Strategy. The Garden Community will deliver appropriately accessible and adaptable housing, which meets the Building Regulations applicable at the time, as well as specialist housing. Financial contributions towards specialist housing will be made, where appropriate, where the form of specialist housing would be better delivered in a city centre location for example.
- 3.10. The mix and density of development will vary having regard to local context, heritage and landscape considerations and sensitivities. Self-build and custom build housing will be provided in line with planning policy. Phasing and delivery of this type of housing will form part of the discussion at outline planning application stage.
- 3.11. The DFD refers to the provision of around 5,500 dwellings. The agreed scoping reports for each of the outline planning applications have an envelope of up to 6,500 dwellings; this is because it is necessary for the Environmental Impact Assessments for each outline planning application to consider a maximum scenario to ensure the impact of development is robustly assessed.



#### 4. Overview of the Masterplan and the Guiding Framework Principles

- 4.1 The DFD details a series of Guiding Framework Principles, these encapsulate the vision and are intended to act as the 'golden rules' for the development outlining how the requirements of Policy SGS6 (Strategic Growth Site 6) are to be translated, to achieve a high-quality, well designed, sustainable, and successful place. The Guiding Framework Principles each comprise a core objective and a series of guiding principles.
- 4.2 The DFD sets out the vision and framework for the Garden Community; at its heart are two Framework Parameter Plans (Land Use & Access and Green Infrastructure). The plans in turn inform an illustrative masterplan. The masterplan is based upon an indicative development specification which illustrates how the Garden Community can deliver the vision and ethos.
- 4.3 The DFD is intended to provide a robust and comprehensive framework for delivering the Chelmsford Garden Community, which will guide and inform all future planning applications.

##### Land Use & Development Parcels

- 4.4 The site is heavily constrained, not least by the Chelmsford North-East Bypass, which runs through the centre of the site; this divides the Garden Community into two parts. Land is to be safeguarded within the western part of the site for an extension to the existing Chelmer Valley Park & Ride site, which will be enhanced to deliver a comprehensive transportation hub.
- 4.5 No designated heritage assets are contained within the site itself, however, there are several listed buildings, which lie adjacent; these include Channels Farmhouse and Belsteads Farmhouse and Barn to the south-west, Powers Farm, Hobbits, Shuttleworth and Shoulderstick Haul to the north, Peverels Farmhouse on Domsey Lane, Mount Maskells to the south-east on Generals Lane and New Hall to the south.
- 4.6 The area of land to the east of Domsey Lane, principally forming Zone 2 of the Garden Community, is designated as minerals safeguarded land; this is either restored, forms part of an active mineral extraction area or part of an area for future extraction. Sand and gravel are currently being extracted at Bulls Lodge Quarry pursuant to extant planning permissions. The phasing of the Garden Community has been designed to allow for the continued mineral extraction at the quarry. A 51 hectare lake, which forms part of the restoration scheme for the excavated area of the Boreham Airfield site, would be incorporated within one of the Garden Community's Destination Parks; Dukes Wood Nature Park.
- 4.7 Previous and future mineral extraction has, and will, shape the topography of the site. The site is mostly gently undulating and falls from north-west to south-east, towards Park Farm Brook, which runs through the site.
- 4.8 The constraints have heavily influenced the masterplanning of the site.

- 4.9 The Chelmsford Garden Community is comprised of the existing Channels and Beaulieu communities along with four newly proposed village centres and hubs. Park Farm Village would be located in the geographical centre of the Garden Community and at the crossroads of the key bus routes and major primary travel routes. The principal centre, along with the existing Beaulieu Neighbourhood Centre (Beaulieu Square) and future Beaulieu Station Hub to the south, would be supported by two secondary centres at Great Belsteads Village and Hawthorn Village, as shown on the plan at page 128. Smaller hubs are located at Willow Hill, Park Farm Community Hub, Beaulieu Local Facility (north of New Hall School), Regiment Way Business Park and the Channels Complex. The four village centres are positioned alongside the All Through School Campus (Park Farm) and the proposed standalone primary schools. The diagram at page 129 illustrates that over 95% of homes within the residential parcels would conceivably be within a 10 minute walk (800m) of a village centre.
- 4.10 Three employment hubs are situated across the Garden Community; two of these have been positioned at key gateway and high profile locations adjacent to the existing / future strategic road network. The third hub is formed by the existing Channels Complex where it is intended to become part of a village extension accommodating small business or co-working space within a small collection of barns. The CGC Innovation Hub has been positioned to also take advantage of the parkland setting of the future Channels Discovery Park (CGC Innovation Hub), which will comprise former golf course land, and reads as a natural extension of the green spaces provided as part of the Channels residential-led development to the south.
- 4.11 The Garden Community is fundamentally landscape led, using existing and historical hedgerow alignments and trees to define the development parcels. The trees and hedgerows provide the core of the green infrastructure for the masterplan as well as framing the landscape. Three substantial new Destination Parks (Channels Discovery Park, Dukes Wood and Park Farm Meadows) will be provided in locations evenly distributed across the site; these connect with multi-functional greenways which seek to protect, restore, enhance and create nature-rich habitats through a connected habitat mosaic. The greenways embrace the existing landscape, ecological and historical assets.
- 4.12 A Travelling Showpeople Site is proposed to the north of the Garden Community; this has been positioned to enable ready access to both the future Chelmsford North-East Bypass and the Northern RDR. The site has also been located to also ensure it falls within a 10 minute walking distance of Willow Hill Village Centre and an approximately 15 minute walking distance of Hawthorn Village, both of which are served by primary schools. The site is also close to Dukes Wood Sports Hub and Destination Park.

#### Movement Strategy

- 4.13 Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport are a key principle of delivering a successful Garden Community. The vision for the Garden Community embraces this principle. A key concept advanced through the masterplan is the 15 minute walkable neighbourhood; by carefully positioning village centres and developing a strong network of new pedestrian and cycle routes within the Garden Community, residents should be able to access a range of services and facilities by walking or cycling. Additional work has been undertaken to test the number of dwellings which are within a 10 minute walk (one way) of the village centres, as that is the distance recommended by the TCPA; in this respect, it is of note that the vast majority of properties would be within this walking distance.

- 4.14 A sustainable Garden Community cannot be predicated on the use of the car; the development in this respect is underpinned by a modal share target of at least 60% of all trips originating within the development to be by non-car means upon completion of the scheme. Active modes of travel represent the majority mode of travel for trips within the Garden Community; these account for walking, including wheelchair and mobility scooter use, cycling including e-bikes, tricycles and adapted bikes and other user propelled micro-mobility options. The target is to be realised through a comprehensive, inter-connected, direct and secure network of new pedestrian and cycle routes within the Garden Community, but of equal importance, to key destinations outside of the development, this includes the city centre, Broomfield Hospital, Anglia Ruskin University, Beaulieu Park Railway Station, Beaulieu Exchange (employment area) and the Springfield Business Park. Improvements to existing routes to Little Waltham and north as far as Braintree are also proposed.
- 4.15 Officers have spent considerable time focussing on the movement network, establishing a series of primary and secondary routes, considering the position of those routes, their function, the destinations they serve and ensuring that they are as direct as practically possible, avoiding scenarios where pedestrian and cycle routes are interrupted or take users off clear desire lines and force them to stop, or navigate awkward junctures; these are shown on pages 63 and 64 of the DFD. Work is ongoing between CCC and ECC officers, the Consortium and their transport consultants to agree the alignment of routes both within the development and off-site; this is a critical piece of work in ensuring delivery of a comprehensive active travel network. In accordance recommendation 1 of this report, the Policy Board is asked to delegate the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, to make final changes to the Development Framework Document once the matters in relation to the active travel network have been resolved and agreement reached.
- 4.16 A key element in securing sustainable connections off-site is Essex Regiment Way; this currently acts as a barrier for pedestrians and cyclists with the exception of the east-west Pegasus crossing at Bridleway 18 Broomfield. Following the opening of the Chelmsford North-East Bypass, it is proposed to reduce the existing speed limit on a substantial part of the carriageway to 40mph; this would enable the introduction of additional pedestrian and cycle crossings, as shown on the plan at page 64, to assist in reducing cross-valley severance and enable provision of a new active travel route from the Garden Community to a new cycleway along the Chelmer Valley Road, connecting with existing active travel routes to the city centre.
- 4.17 The Beaulieu development has secured a circular bridleway route as depicted on the plan at page 65 of the DFD. The existing route would be connected with a newly proposed multi-user route leading up to, and around the Dukes Wood Nature Park to be delivered within Zone 2. Provision of the route would mean that equestrians would be able to ride from Broomfield, across Essex Regiment Way via the Pegasus crossing at Bridleway 18 Broomfield through the Beaulieu development to one of the Garden Community's key destination parks. The provision of the route responds to comments raised by the Essex Bridleway Association.

- 4.18 The provision of an integrated, well connected high quality new and expanded bus service forms a key objective of the DFD and is a critical component in delivering a sustainable Garden Community, which discourages use of the private car. The proposal for bus provision is intended to build upon the success of the existing bus service at Beaulieu and Channels, where patronage has been particularly high. The proposed bus service routes along the primary road network and is set out at page 68 of the DFD, with the connection to the wider network shown at page 69. A series of bus gates are incorporated across the proposed bus network; these ensure a competitive advantage for buses over the private car, dependent on where people wish to go, and mean that it is a more efficient way of navigating the development. All dwellings would be located within a 400m walk of a bus stop. The outline planning applications will each be accompanied by a bus strategy to demonstrate how they will contribute towards meeting, or exceeding modal share targets as set out at page 59 of the DFD.
- 4.19 An integral part of achieving the modal share target and active mode target is the Parking Strategy. The Parking Standards, which are set out at page 74 of the DFD, have been the subject of extensive discussion with the Consortium ensuring a phased reduction in parking provision. The approach taken has been pragmatic, recognising that the network of mobility enhancing measures will not all reasonably be available from the first occupation, whilst at the same time accepting that they must be far more stringent than existing levels of parking provision at Beaulieu and Channels from the outset, if the modal shift is to be delivered. The standards limit provision on-plot whilst allowing additional off-plot parking in parking clusters within walking distance of, but not adjacent to residential properties; the intention is that the parking clusters can be genuinely repurposed for alternative uses, for example residential development, green space provision, as car ownership reduces. Cluster parking spaces should be leased on a short term basis, to provide the genuine opportunity for these to be relinquished and genuinely repurposed. Parking clusters should be placed within the control of the stewardship body to offer a continued source of income. The parking standards will be tested through the outline planning applications with the final parking standards approved via determination of these applications. On-street parking and unplanned will need to be carefully controlled and enforced through appropriate Traffic Regulation Orders, where appropriate.
- 4.20 The approach to parking is complemented by a network of primary and secondary mobility hubs, which are situated within 800m of every home. The hubs allow for the interchange between active travel modes and bus services; these include the provision of cycle storage and facilities which align with non-car living, for example, e-scooter hiring / parking / charging, cycle stands and a repair shop, car club parking, EV car charging and bus stops.
- 4.21 All dwellings with an on-plot parking space will be provided with EV charging points with provision for EV charging in communal parking clusters too; the approach will be set out in the outline planning applications. Access will be provided to a car club, with a target maximum walking distance of 400m to the nearest club vehicle.

Green & Blue Infrastructure

- 4.22 The Garden City Principles require development to enhance the natural environment providing a comprehensive green infrastructure network and net biodiversity gains. The Garden Community is fundamentally underpinned by a strong green and blue infrastructure network, which creates multi-functional green spaces and corridors, building upon existing landscape features, celebrates and connects important heritage assets through a network of discovery trails, and prioritises active travel through the delivery of approximately 20km of safe multi-functional greenways.

*Landscape*

- 4.23 The multi-functional greenways vary in width and function, dependent upon their location, with many exceeding the width of the existing Linear Park at Beaulieu in places. The routes are intended to accommodate shared cycle and pedestrian surfaced routes, equestrian use, where appropriate, native hedgerows, existing and new tree planting, incidental 'play on the way' features / trails, alongside informal sport in the form of outdoor gyms / fitness trails. The greenways connect to three substantial new Destination Parks; these are evenly distributed across the Garden Community and are intended to fulfil a multitude of functions, providing publicly accessible, high quality green and natural open spaces within an 800m walking distance of all homes. The larger destination parks will be supplemented by village greens.
- 4.24 Existing trees and hedgerows underpin the green infrastructure of the masterplan and frame the landscape. The fundamental premise of the development is to retain existing trees as these enhance the appearance of the Garden Community, whilst also providing rich habitats for a range of wildlife. The development is to be enriched by new planting with a target of delivering a 3 new trees per dwelling. New tree planting will be accommodated across the development within the new Destination Parks, the linked greenways, village greens and within streets, where feasible and where issues of adoption can be overcome. Woodland planting and landscaped areas will be used to frame open spaces, provide buffer planting, screen road noise, and improve air quality with an area of historic woodland reinstated at Dukes Wood Nature Park. Hedgerows will be used to support the movement of ecology across the development and to connect to the wider area.
- 4.25 Comprehensive nature recovery is proposed throughout the site in the form of Green Infrastructure; in this respect the DFD sets an aspirational target of 20%, to be delivered within the Garden Community itself, or off-site. The outline planning applications will each contain a Biodiversity Statement setting out a framework approach to delivering their respective parts of the site wide nature recovery. The matter is addressed in the Planning Framework Agreement to ensure a consistency of approach across all three outline planning applications.
- 4.26 A network of sustainable drainage measures is proposed across the Garden Community to build in resilience to climate change. The approach is multi-functional providing landscape, biodiversity and health and wellbeing benefits to local residents through their dual role as an amenity space and drainage resource; this has already been achieved effectively at Beaulieu and is referenced on page 32 of the Government's National Design Guide as a good practice example. The outline planning applications will each be required to submit a Surface Water Drainage Strategy based upon existing Greenfield run-off rates and a Framework SuD's Maintenance Plan.

- 4.27 Formal and informal sports facilities and recreational open spaces are to be evenly distributed across the site. The DFD sets out the level of provision to be incorporated based on Appendix B – Development Standards of the Local Plan; this equates to 4ha of allotments, community gardens and orchards, play space in the form of 5 Neighbourhood Equipped Areas of Play (NEAP's), 10 Local Areas of Equipped Play (LEAP's) and Local Areas of Play (LAP's) and informal 'play on the way', over 150ha of Destination Parks (Discovery Park, Park Farm Meadows and Dukes Wood Nature Park), over 17ha of formal sports provision at Great Belsteads and Dukes Wood with co-located provision at the All Through School Campus and over 78ha of natural and semi-natural open space including amenity green space.
- 4.28 The formal sports provision has been the subject of extensive discussion with officers including the Parks & Green Spaces team; the areas set aside for provision at Dukes Wood and Great Belsteads as shown on the illustrative masterplan at page 54 of the DFD have been tested to ensure they are of a size where they could each accommodate 3 no. senior football, 3 no. junior football and 1 no. cricket pitch seasonally located over the football pitches together with a sports pavilion including sports club rooms, toilets, 6 dual changing rooms and a groundsman's store and yard, equipped play space and a minimum number of parking spaces to be agreed at outline planning stage. 4.49ha of formal sports provision equating to 4 no. senior football pitches would be secured at the All Through School campus.
- 4.29 An all-weather 3G floodlit pitch will be provided at the All Through School and a second at the Dukes Wood Sports Hub. The final sports pitch provision including 3G pitch provision will be determined at outline planning application stage and secured through the Site Specific s106 Agreements. All three outline planning applications will need to be supported by an Outdoor Sports Strategy, masterplans, Parameter Plan and phasing plans detailing clearly, the size of the proposed sports provision, the accompanying facilities and the timetable for delivery.
- 4.30 The DFD confirms that a four court sports hall will be provided at the All Through School Campus and this will be sized to Sport England standards. A community use agreement, similar to that adopted at the existing Beaulieu Park School Campus would be secured through the Site Specific s106 Agreement. Scope exists, as acknowledged in the DFD to accommodate community fitness elsewhere within the Garden Community via commercial gyms and community halls, similar to the approach at the Beaulieu Community Centre, where there are multiple hirings for fitness classes.
- 4.31 All three outline planning applications will be accompanied by a Productive Landscapes Strategy for community gardens and allotments.

#### *Heritage*

- 4.32 The site has a rich and diverse historic environment with several historic farmsteads, lanes and trackways and hedgerows; these provide opportunities for enhancement and the creation of a sense of place, which is shaped by local heritage. Features of the historic landscape will be retained and enhanced, where feasible; these include aspects of the New Hall Estate and Boreham Airfield. Historic hedgerows will be preserved and reinstated. The area is also known to be rich in buried archaeological remains; these will be preserved in situ, where encountered, or the design will ensure avoidance of harm.

- 4.33 The masterplans for each outline planning application will build upon the guiding framework principles set out at page 78 of the DFD to ensure that the area's heritage is embedded within the Garden Community. Detailed Historic Setting Assessments will be undertaken of the key heritage assets, both designated and non-designated, within and surrounding the site where the development has the potential to cause harm. The Assessment will be particularly important in the context of development north of the Northern RDR; see Section 5 – Character Areas of this report.
- 4.34 A strong concept of the masterplan is the creation of a series of Discovery Trails, which are proposed to extend across the Garden Community within the Greenways and Destination Parks. The trails would be waymarked where they pass through, or close to sites of historic and environmental interest, with interpretation boards and public art and/or landscape features incorporated at points along the routes to aid interpretation of the site's rich history. The indicative location of the Discovery Trail is shown on the Green Infrastructure Plan at page 80 of the DFD. One of the notable Discovery Trails will reinstate and interpret the postulated line of the earlier Parks and Ride from New Hall by using landscape features, tree planting and, where appropriate, public art. The approach builds upon the compensatory measures being delivered at Beaulieu, as set out in the approved Landscape Design and Management Plan.
- 4.35 Areas of buffer planting are proposed at a series of points, as shown on page 81 of the DFD to screen views of the Garden Community from adjacent heritage assets. Areas of lower scale development have been identified; these include alongside Domsey Lane, north of the Northern RDR and adjacent to the Channels Complex.

#### Waste, Utilities & Energy

##### *Waste*

- 4.36 The vision for the Garden Community focuses on the concept of a circular economy; fully integrated sustainable waste management is at the forefront of this approach. A key objective in this respect, is to ensure the prevention, re-use, and recycling of waste, reducing its impact on the environment and facilitating the more sustainable use of resources.
- 4.37 The DFD states that each outline planning application will be required to set out a road map, detailing core targets to ensure that materials used reduce waste, offering a long and functional lifespan, with easy maintenance when necessary. The location of waste storage, collection and processing facilities will be designed having careful regard to the implications for the street scene, building in capacity, in acknowledgement that the range of recyclable or bio-degradable materials is likely to increase, in line with progressive government policy.
- 4.38 The Garden Community will deliver a range of education, training and awareness initiatives in relation to good waste management; it is anticipated that stewardship will underpin education and help foster a better understanding.

##### *Utilities*

- 4.39 Foul water drainage strategies are to be developed in accordance with relevant legislation and policy. Early engagement with the local planning authority and Anglian Water will be a requirement of each outline planning application. The drainage network will be offered for adoption as a publicly maintained sewerage system.



- 4.40 The delivery of sustainable utilities and services is integral to the Garden Community in order to enable the delivery of high efficiency connections across the development; these are required to support smart homes, low carbon heating, water efficiency, electric vehicle charging and superfast connectivity broadband through the installation of Fibre to The Premise for all homes and businesses on site. Use of a high efficiency electrical network eliminates the need for gas in residential homes and will reduce its demand in other buildings within the development. Outline planning applications will comprise a high level utilities layout demonstrating that the Garden Community will have sufficient capacity to enable high efficiency electric heating methods such as air source heat pumps, EV charging for each dwelling as well as localised communal charging locations within mobility hubs.

### *Energy*

- 4.41 Policy DM25 of the Chelmsford Local Plan sets out an expectation that all new dwellings and non-residential buildings will incorporate sustainable design features; whilst it does not prescribe that, residential dwellings are designed to be net zero, there is an expectation in the site-specific policy, Policy SGS6, as referenced above, that the Garden Community will be comprehensively planned and sustainable and underpinned by Garden City Principles. The TCPA principles in this respect, advise that development should use zero-carbon and energy positive technology to ensure climate resilience.
- 4.42 The DFD sets out an objective to ensure a clear pathway to achieving a net zero carbon development, one where low carbon energy production and minimised consumption are placed at the heart of sustainable development and which sets high standards, that embrace innovation and demonstrate the flexibility to respond to emerging technological advances. The approach to Energy is set out in detail at pages 98 to 102 of the DFD.
- 4.43 The timescale for the implementation of higher sustainable design and construction targets over the development lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant. The time taken to agree the approach recognises the importance of this issue, noting in particular that the City Council declared a climate and ecological emergency in 2019.
- 4.44 The approach set out below is ambitious but does factor in a necessary level of pragmatism noting that delivery of the programme requires advances in construction practices, technology and market supply, which are not within the Developer Consortium's direct influence, albeit there is a clear scope for learning through the development as outlined below.
- 4.45 During the period 2025-2029, residential and non-residential buildings will be required to meet the requirements of the Future Homes Standard and Future Buildings Standard, plus the space heating target recommended by the statutory, independent, UK Climate Change Committee. A space heating target of 15-20kWh/m<sup>2</sup>/yr has been agreed, to be calculated using a predictive energy modelling tool recognising that it is vital to ensure that the fabric of the buildings is the best they can be noting that it is easier to add solar pv at a later date, but far more difficult to retrofit the air tightness of the buildings. No fossil fuels will be provided, with heating delivered via heat pumps. Solar PV will be installed on all dwellings, with roofs designed to maximise the area available for PV. An identical space heating/cooling demand target will be secured for non-residential buildings, and again no fossil fuels will be provided. Non-residential buildings over 1,000m<sup>2</sup> will need to achieve the BREEAM Excellent operational energy requirement as a minimum.

- 4.46 The DFD sets out an expectation that the Consortium will look to support employment and skills training during this time period, to assess and monitor embodied carbon, with targets as per RIBA 2030, and to commit to a post occupancy evaluation of up to 10% of dwellings being built within this period, with the evaluation to cover a minimum of 2 years.
- 4.47 The Carbon Framework in respect of Years 2025-2029 is intended as a baseline for consideration against which future planning applications will be assessed, cognisant that technology and solutions to the net zero challenge are evolving over time. The Framework would be tested throughout the outline and reserved matters planning application stages, based on deliverability, which would include viability considerations, with the final Carbon Framework to be approved via the determination of the outline planning applications. The PFA will ensure the Carbon Framework is consistent across the Garden Community. Amendments to the Carbon Framework in respect of Years 2025-2029 will only be considered when justified circumstances are demonstrated, with evidence provided.
- 4.48 Residential and non-residential dwellings are expected to target net zero, for both regulated and unregulated use (excluding energy used for EV charging), during the period 2030-2034, or to meet the requirements of future Government or Local Plan net zero policy, whichever is the greater. Energy use intensity targets of <50kWh/m<sup>2</sup>/yr and space heating demand targets of 15kWh/m<sup>2</sup>/yr are set out; at this stage, in addition to the targets set out in years 2025-2029, renewable energy technologies, such as PV are to be installed with the aim of matching/balancing the predicted annual amount of energy consumed by the homes (excluding EV charging).
- 4.49 Non-residential buildings are to be net zero and to meet higher energy use targets. The requirements for space heating, the method of heating and renewable energy technologies would be the same as for residential buildings. An identical commitment to post occupancy evaluation is set out. Pilot projects, which go beyond net zero ready, in terms of operational energy, and which target lower air tightness and greater energy savings are to be progressed; to include up to 5% of homes within this timeframe. The pilot projects will aim to help improve construction skills, and investigate opportunities to involve local charities, or educational organisations to support people in delivering low carbon housing.
- 4.50 During the phase of development, 2035-2039, all residential and non-residential buildings would target full net zero delivering the equivalent of PassivHaus levels of energy performance, meeting targets to limit total energy consumption and to achieve an on-site energy balance where renewable energy generation matches annual average residual energy demand. Residential dwellings would be net zero, reducing total emissions to zero. The same approach would be followed for non-residential buildings.
- 4.51 Residential and non-residential buildings built between the period 2040-2042 would be fully net zero in order to deliver the equivalent of PassivHaus levels of energy performance, meeting targets to limit total energy consumption and to achieve an on-site energy balance, where renewable energy generation matches annual average residual energy demand.
- 4.52 All outline planning applications would contain a Sustainability and Energy Statement. The reserved matters would update the strategy to demonstrate progress against the targets set out, and incorporate accurate updated calculations based upon the final design and specification of the development.

- 4.53 A specific character area has been established, in addition, for any development north of the Northern RDR; there is a clear commitment as set out at page 142 of the DFD that this aspect of the Garden Community would be delivered as net zero/PassivHaus from the outset. Development in this part of the site could therefore act as a demonstrator site and early learning platform for other parts of the Garden Community.
- 4.54 The approach as set out is well considered and suitably ambitious.

Health & Community Infrastructure

- 4.55 A fundamental tenet of a Garden Community is the establishment of strong cultural, recreational, and shopping facilities in vibrant, sociable neighbourhoods which importantly are walkable; this coupled with a strong network of primary and secondary footpath and cyclepath routes as set out in paragraph 4.15-4.16 of this report, helps foster the creation of a healthy community. The development in this respect is underpinned by an extensive range of health and social infrastructure following the concept known as the Power of 10+ as previously outlined in this report.
- 4.56 The four village centres each seek to realise this concept, by becoming the community anchors of the development, offering a range of reasons for people to access them, not just for grocery shopping, but to access primary healthcare, a café, community space at Great Belsteads and Park Farm villages, a post box, places of worship, gallery space, indoor sports provision, art and cultural facilities and which promote an evening economy through targeted floorspace for the inclusion of a variety of use classes, attractive and safe public spaces and well-designed lighting.
- 4.57 Phases 1 and 2 of the development will largely be serviced by either the Great Belsteads or Willow Hill Villages whilst the southern portion of Zone 2, to be delivered in Phase 1 will be served by bridge crossing of Beaulieu Parkway (RDR1), which would also form part of a primary footpath/cyclepath route to the new Beaulieu Park Railway Station. The phasing is intended to ensure that no residents are left without a sustainable means of accessing local services and facilities.
- 4.58 Indoor sports provision and some community, arts/cultural uses will be based in facilities such as schools. The expectation is that these will be subject to a Community Use Agreement, as is the case with the Beaulieu Park All-Through School, as this is where the vast majority of the indoor sports provision is likely to be based.
- 4.59 The development indicates a potential demand for approximately 8GP's once fully complete however there is the scope to accommodate interim provision, co-located within village centres, in line with growth and demand, subject to the needs of the Integrated Care Board (NHS). Discussions will take place with the ICB as part of the outline planning applications, and the Infrastructure Delivery Plan will be revised accordingly, to ensure the Garden Community provides the necessary primary healthcare capacity to meet demand.

Education

- 4.60 The allocation of school sites and early years and childcare provision will be secured as part of the outline planning applications, with the detailed design to form part of the subsequent reserved matters. Great Belsteads, Willow Hill and Hawthorn Villages would each contain a primary school with co-located early years provision. An All Through School, similar to that delivered at Beaulieu, will be provided at the Park Farm Village, incorporating, primary, co-located early years and secondary school provision. The potential also exists to provide a sixth form centre at this school site as per the Beaulieu model.
- 4.61 Extensive discussions have taken place with the Consortium and officers to ensure there is space to achieve the correct level of early years and childcare provision, in the appropriate form and locations across the Garden Community. All three primary school and the All-Through School Campus will each accommodate a 56 place early years and childcare facility with two further standalone facilities. Flexibility also exists to accommodate a further two standalone facilities within the village centres across the Garden Community (ECC's preference is for three facilities); this will be monitored through the IDP. The exact number of early years and childcare facilities will be determined at outline planning application stage based on precise unit numbers. Children with special educational needs who can be educated in mainstream environments will be catered for on-site; those with more specialist needs will be educated off-site within the County's existing SEN schools via a developer contribution as referenced in the IDP.
- 4.62 Detailed discussions have also taken place regarding the locational requirements of the education sites; in this respect the Consortium has been able to successfully demonstrate that the All Through School Campus can be accommodated on a single level site.
- 4.63 Having full regard to the Garden City Principles and the need to achieve walkable neighbourhoods, the school sites have been located so that they are situated within a targeted 800m walking distance of homes. Extensive work has taken place to develop a cohesive and strong walking and cycling network as set out at paragraphs 4.15 and 4.16 of the DFD ensuring that children can travel to school via active travel means. The secondary school occupies a central location to ensure it is best placed to serve the Garden Community; on account of its position, the school will be designed to enable the community use of facilities via a Community Use Agreement.
- 4.64 The process for delivering each of the school sites is detailed at page 114 of the DFD.

Employment

- 4.65 The Garden Community seeks to provide high quality, amenity rich employment space, which serves the emerging local and wider population and accommodates a range of uses, which facilitate a self-sustaining and mixed community, minimising the need for external travel. A key element of the vision is the concept of a circular economy; this centres on providing flexible high quality spaces to encourage the local economy, delivering a mix of flexible employment spaces and supporting increased working from home and smart residential and commercial technologies.

- 4.66 Strategic Policy SGS6 allocates 45,000sqm of high-quality office/business park employment floorspace, with the prospect for an Innovation Park, which could potentially attract leading businesses in the Research and Development and High Technology Sectors. The North-East Chelmsford Garden Community Employment Study demonstrates that there is capacity for approximately 57,000sqm of dedicated employment floorspace within the three proposed employment hubs. The employment hubs as outlined at paragraph 4.10 above have been carefully located to respond to two key gateway and high profile locations adjacent to the existing / future strategic road network and, in the case of the CGC Innovation Hub to provide an outlook for future employees over a parkland setting.
- 4.67 The CGC Innovation Hub, 4.79ha in size, is intended to deliver employment space for the office/high technology sectors, as well as other key growth areas such as creative, digital, media and business and professional services. The siting of the hub, adjacent to Essex Regiment Way, ensures close access to a key transport corridor, which includes the adjacent Park and Ride site and ease of access to public transport services.
- 4.68 The Willow Hill Employment Hub occupies a position close to the Northern RDR and the Chelmsford North-East Bypass, providing ease of accessibility to the strategic highway network, enabling the hub to integrate within the wider regional economy. The strategic location means that the hub is well placed for logistics activities to enable it to connect with customers within the Chelmsford Garden Community and the wider city area.
- 4.69 Smaller scale flexible employment space, which could take the form of a small collection of barns, ideally suited to co-working and small businesses, is proposed at the existing Channels complex. Each of the four village centres are intended to accommodate approximately 250-500sqm of co-working and small-scale workspace hubs.
- 4.70 The approach to employment builds upon existing employment provision at Regiment Gate Business Park and Beaulieu Square (Neighbourhood Centre) and future provision at Beaulieu Exchange (Business Park) and Beaulieu Station Hub, addressing both the need for a strategic employment offer as well as achieving more local functions, which enable the provision of jobs close to new residents. Flexibility and adaptability will be important attributes to consider in the provision of employment uses beyond the dedicated hubs, this is necessary to provide premises for start-ups at the right price point for example, to ensure buildings can adapt, and to allow changes between uses, to offer a choice of premises from serviced plots to completed buildings of different sizes and to create opportunities for temporary uses given the long-term phasing of the Garden Community.
- 4.71 The final quantum and location of employment floorspace will be established by the Stage 2 Masterplan outlined planning applications, with the detailed design delivered at reserved matters stage. The approach is considered sound.

#### Community Stewardship

- 4.72 Facilitating and implementing governance structures, which provide for the funding and long-term management of Garden Communities allowing land value capture for the benefit of the community, community ownership of land and long-term stewardship of assets and incorporate a strong vision, allow leadership and community engagement so as to ensure residents have ownership over decision making and place keeping are key facets of any Garden Community as set out in the TCPA principles. Ensuring the new Garden Community Council is central in this process will also be key.

- 4.73 The DFD recognises that it is critical that long term management and stewardship is considered early in the planning of the Garden Community and hardwired into delivery, financial and governance arrangements. The document recognises that if left until late on, there is a risk that a patchwork of management and maintenance approaches to the various public assets within the community. Currently the DFD proposes that a Stewardship Statement is submitted at outline planning application stage and that it should detail the approach to delivering:
- One stewardship body across the Chelmsford Garden Community (excluding Beaulieu and Channels unless otherwise agreed by the respective entities).
  - Promotion of community-led development ensuring high levels of community participation and engagement.
  - The new stewardship body being a not-for-profit entity.
  - Minimised and capped service charges (subject to democratic changes).
  - The inclusion of income generating assets (e.g: community buildings, sports provision, community housing, broadband, car parking clusters).
- 4.74 Officers are particularly cognisant of the need to see an integrated stewardship strategy for the Chelmsford Garden Community, which incorporates the TCPA Garden City Principles; with this in mind it commissioned Anthony Collins Solicitors to prepare an assessment in relation to stewardship options for the new Garden Community.
- 4.75 Officers are currently considering the content of this report and further discussion will be required with the Development Consortium ahead of the finalisation of the Development Framework Document for approval at Cabinet. In accordance with recommendation 1 of this report, the Policy Board is asked to delegate the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, to make final changes to the Development Framework Document once the matter has been resolved and agreement reached.

## 5. Character Areas

- 5.1 The masterplan comprises a series of linked, but distinct neighbourhoods, or villages, each of which has its own identity and character; these are outlined in detail at pages 128 to 158 of the DFD. Two character areas are worthy of particular note: the Northern RDR and Domsey Lane.
- 5.2 Land to the north of the Northern RDR has been the subject of detailed discussion with officers, including the Council's Heritage Officer. Residential development was initially proposed across a much larger expanse of the site north of the Northern RDR; this raised heritage and landscape sensitivity concerns and issues of severance, given that residents would have been reliant upon crossing a strategic road in order to access all of their day-to-day needs.
- 5.3 A specific character area has since been established for this part of the Garden Community, as expanded upon in Section 5 of this report following extensive discussions with officers. The area is expected to comprise uses, which by their nature are less co-dependent upon access to services and facilities, in order to address concerns associated with severance; this could include a hospice, private or specialist care, co-located housing (Community Trust) or suitable uses in combination. A detailed analysis of the eastern and western parcels, labelled 2 on the plan included on page 142 of the DFD is expected to be undertaken at outline planning application, informed by the Site Specific Heritage Assessment and Landscape and Visual Impact Assessment. Officers will carefully consider these assessments so that the decision regarding the nature, form and extent of development of these parcels to the north of

the Northern RDR is informed and evidence based. Officers have made clear that any development of these land parcels must be net zero carbon / PassivHaus; in this way the site can act as a demonstrator site and learning vehicle for development of net zero carbon homes within the remainder of the Garden Community.

- 5.4 Domsey Lane is referenced as a specific character area at pages 144 and 145 of the DFD. The document details how the Design Framework intends to minimise the impact of development on the existing community and the character of Domsey Lane, whilst creating meaningful links to and from the sections of the Garden Community either side of the lane. A targeted consultation with residents of Domsey Lane has commenced. Comments from residents will be accepted up until the Cabinet meeting on 24<sup>th</sup> January 2023. Residents of Domsey Lane will have further opportunity to submit representations to each of the outline planning applications, where further detail of the impact of development on the Domsey Lane will be provided. Officers are willing to work with the local residents to fully understand their concerns.

## 6. Delivery & Phasing

- 6.1 The Garden Community is proposed to be delivered in four phases as set out at pages 161 to 169 of the DFD; these are likely to be divided into sub-phases to expedite delivery. Integral to ensuring early establishment of sustainable travel behaviours, the attainment of excellent placemaking and the cohesive and effective delivery of the Garden Community is the prioritisation of infrastructure. Key accesses and primary streets are to be delivered first, with green open spaces and neighbourhood centres provided as early as possible and concurrently alongside housing. Natural boundaries are to be established to development plots and surrounding landscaped areas to minimise disruption to established and establishing communities.
- 6.2 A Site Wide Phasing and Delivery Strategy will support each outline planning application; these will set out the indicative timeframes for the delivery of each phase and sub-phase and trigger points for the construction of specific facilities or infrastructure. The Planning Framework Agreement, as discussed in Section 11 of this report will be responsible for agreeing triggers for various elements such as the timing of establishing a Stewardship Body.
- 6.3 A large part of the Garden Community is affected by extant mineral planning permissions; in this respect phasing strategies will need to be developed, which allow for extraction to be completed and land restored, whilst ensuring that relevant land is made available to deliver the overarching phasing strategy and requirements of the Infrastructure Delivery Plan.

## 7. Future Proofing

- 7.1 A fundamental consideration in development of the Stage 1 Masterplan has been the need to ensure the Garden Community is future proofed, given its delivery is likely to span a period of approximately 20 years. The Garden Community, in this respect must be able to adapt to changing policy, technology, demographics, environmental and cultural behaviours. Adaptation methods include the need, for example, for future outline planning applications to respond to changes in development plan policy, street typologies to be updated at reserved matters stage to respond to national and local design and safety standards, and employment floorspace to be secured via planning conditions, to avoid any future changes of use, which may become permitted development by virtue of amendments to the General Permitted Development Order.



- 7.2 Development of the Garden Community is predicted to extend until 2040; within this time period there will undoubtedly be advances in technology, which the scheme must respond to. Examples include travel plans, which will need to be undertaken at three yearly intervals to take account of emerging technologies, the need to secure a sufficient electricity supply to cater for future modes of electric vehicle travel and ensuring the Garden Community is at the forefront of implementing modern sustainable drainage measures.
- 7.3 The size and demographic of the Garden Community will undoubtedly change, to accommodate this, the development has been designed to ensure that cycle and walking routes have the capacity to accommodate an expanding community, that the land allocated for schools is sufficient to enable them to expand in response to demand, and to provide housing to meet a range of size needs as well as needs for accessible and specialist housing.
- 7.4 The DFD is particularly mindful that the City Council declared a climate and ecological emergency in 2019; in this respect sustainable development principles run throughout the document and there is a clear acceptance that the development must be resilient to change. Examples of resilience include the need for a diverse planting palette of native and non-native species as part of the Green Infrastructure network, buffer zones with drainage attenuation features, and buildings to be required to meet high sustainability standards.
- 7.5 People's behaviours will also change over time and the Garden Community needs to be able to respond. Measures are proposed to allow this to happen, including monitoring parking provision to allow alternative uses in place of cluster parking areas to come forward, village centres designed to allow for the flexibility for future outdoor community events, gatherings and local needs, the inclusion of meanwhile uses in the early phases of development and the ability for spaces to be used flexibly, so that they can adapt to the groups and organisations who wish to use them and the inclusion of flexible and resilient employment floorspace.

## 8. Design Coding & Implementation

- 8.1 The approach to design coding and the process of agreeing a Site Wide Design Principles Document is still the subject of discussion between the Developer Consortium and CCC officers. Reference to a Site Wide Design Principles Document was contained within the draft DFD, but now has been effectively removed by the Developer Consortium. In accordance with recommendation 1 of this report, the Policy Board is asked to delegate the Director of Sustainable Communities in consultation with the Chair, Vice Chair and Cabinet Member for Sustainable Development, to make final changes to the Development Framework Document once the matter has been resolved and agreement reached.

## 9. Public Consultation – Main Issues

- 9.1 The public consultation ran for a period of 4 weeks during May and June 2022. The City Council displayed site notices, undertook extensive consultation and leaflets were sent to residents.
- 9.2 The comments received from the public consultation have been summarised and are attached at Appendix 4.
- 9.3 The representations have included a petition from the residents of Domsey Lane; this requests that the road is closed off in order to allow for the continued and safe use of

the lane for pedestrians, cyclists and horses. The masterplan explains how Domsey Lane will be dealt with as part of the garden community at pages 144-145. The masterplan indicates that the DFD seeks to minimise the impact of the development on the existing community and that to ensure the character of Domsey lane is retained, traffic will be regularly monitored and, if necessary, traffic features will be regulated. A technical note has been prepared and provides more information on how Domsey Lane will be managed has also been submitted; see Appendix 5.

- 9.4 A targeted re-consultation has commenced with residents of Domsey Lane and the City Council has written to them providing them with the opportunity to review the technical note and character area section as set out at pages 144-145 of the DFD. The letter makes clear that the decision taken at the Policy Board meeting on 19<sup>th</sup> December is a recommendation to Cabinet and a final decision on whether to approve the masterplan will not be made until consideration by the Council's Cabinet at its meeting on 24<sup>th</sup> January 2023. Comments from residents will be accepted up until the date of the meeting and will be incorporated within the report to Cabinet and the update paper circulated at the meeting.
- 9.5 Residents will also be provided with a further opportunity to submit comments as part of each outline planning application and detailed planning application and this has been clarified in the neighbour notification letter.
- 9.6 Representations from Domsey Lane residents and other neighbouring residents have also raised a series of other matters as addressed below.
- 9.7 The Garden Community is an allocated site within the Local Plan, which is fundamentally underpinned by a strong green and blue infrastructure network. The report outlines the approach to landscaping and heritage at paragraphs 4.23 to 4.35. The site location is considered sound and highly sustainable connecting with the established and establishing communities at Beaulieu and Channels via a network of primary and secondary footpaths and cyclepaths which provide access to the future Beaulieu Park Railway Station.
- 9.8 Matters of housing design and layout will be addressed at reserved matters stage. The provision of solar PV panels is a fundamental component of achieving net zero carbon. EV charging points would be required for each dwelling in accordance with development plan policy.
- 9.9 A series of points have been raised in relation to traffic levels and transport matters; these will be addressed within the transport element of the Environmental Statement which is a requirement of each outline planning application. A Transport Assessment or Statement will also be required in support of each detailed planning application for highway works. Significant consideration has been given to the network of primary and secondary footpaths/cyclepaths within the site and how these connect with the existing movement network within Beaulieu and Channels, serve key destinations such as existing and future schools, village centres and leisure provision and the future Beaulieu Park Railway Station. The north-eastern corner of Hawthorn Village abuts an Essex Police facility; officers have considered the prospect of an access being created from this facility into the Garden Community for use by the police in the event of an emergency, which could be gated or subject to a Traffic Regulation Order. The road is a private road and as such it is not possible for the Consortium to commit to a vehicular access road, however the potential for a future active travel connection will be explored.
- 9.10 Health provision is addressed at paragraphs 4.55 – 4.59 of the report.

- 9.11 Comments have been raised in response to the location of the proposed innovation hub adjacent Regiment Business Park; the distribution of employment provision is addressed in detail at paragraphs 4.65 to 4.71. Contamination has been scoped into the Environmental Impact Assessment and the ground conditions are understood.
- 9.12 The DFD provides notable detail on each village centre, with a character area established for each. The document confirms that a mix of uses will be accommodated within each centre as set out in paragraph 4.56 of the report. No objections are raised to the form and siting of the employment provision.
- 9.13 The Council has carried out extensive consultation as summarised in section 2.7 of the report.

## 10. Infrastructure Delivery Plan (IDP)

- 10.1 The Infrastructure Delivery Plan sets out the framework for infrastructure delivery, when this needs to be delivered, by whom and at what cost. The IDP seeks to ensure co-ordination of key infrastructure between all parties, that all items of infrastructure are accounted for and that all outline planning applications deliver their fair apportioned share.
- 10.2 The IDP contains a schedule detailing each infrastructure item, its cost and delivery trigger together with the assumptions behind cost and delivery. The IDP will need to be updated as the outline planning applications are prepared, and further technical information becomes available; it is therefore intended to function as a living document, to be developed as part of the detailed assessments of the three outline planning applications. The review of the IDP will be undertaken through the IDP Working Group; this will be controlled and governed by the PFA as set out in detail below.
- 10.3 A viability assessment of the proposed development has been prepared on behalf of the Consortium by Turner Morum. The viability assessment been independently reviewed by CCC's consultants Gerald Eve who are satisfied that the Garden Community is potentially capable of being viable and deliverable within the estimates set out in the IDP; having regard to sensitivity testing. The conclusion is reliant on sensitivity due to the level of detail provided by the Consortium in regard to infrastructure costs. The review emphasises the importance of having due regard to site specific costs on comparable benchmark land value, which dictates viability. The assessment makes allowance for an additional £2,000 per dwelling for stewardship and in the region of £3,000 per dwelling in relation to additional s106 items. The assessment assumes the delivery of 5,500 dwellings but recognises that the IDP will need to be updated should this number change significantly. A further review would also be needed to ensure the scheme remains viable and deliverable.
- 10.4 The detailed breakdown of the IDP items is included within the IDP scheme.
- 10.5 Elements of the infrastructure will be delivered by CCC or ECC, for example the education and skills provision. All land required to be transferred would be secured by an option agreement and fully serviced, with ECC/CCC then assuming responsibility for delivery of this infrastructure using financial contributions paid by the Consortium.

- 10.6 Land equalisation has been factored into the IDP to ensure a proportional split between the development partners. The secondary school, for example forms part of the All Through School Campus, which falls exclusively within Zone 2. The developers of Zones 1 and 3 therefore benefit from developable land within their respective parcels, which they would otherwise have had to contribute towards this infrastructure item. On that basis, and in other similar situations eg: delivery of the Northern RDR, there is a requirement to rebalance the provision, so in the example of the secondary school provision, the Zone 2 developer would receive a credit and the Zones 1 and 3 developers would make up the difference by paying additional monies.
- 10.7 Discussions are on-going with the Developer Consortium as to the whether a mechanism be included within the PFA to allow the HIF contribution to be adjusted where costs exceed the estimate in the IDP. The Council is taking advice on the most appropriate mechanism for assessing how any adjustment can be made and this will also need to be subject to the discussions taking place with ECC and Homes England (see paragraph 10.10 below) on the HIF Recovery and Recycling Strategy.

Housing Infrastructure Fund – Recovery and Recycling Contributions

- 10.8 The delivery of the Chelmsford North-East Bypass (CNEB) and Beaulieu Park Railway Station are jointly funded through a £218 million Housing Infrastructure Fund award. The HIF Grant Determination Agreement (GDA) includes a Recovery and Recycling Strategy completed in March 2021, and sets out a per dwelling tariff, secured through the s106 Agreement. This is applied to each of the sites (residential element) dependent on the infrastructure secured through the HIF award.
- 10.9 The HIF Recovery and Recycling Strategy shows the potential to recover a total of £95.5 million, across all of the relevant sites, with the Chelmsford Garden Community site contributing towards £55.5 million of this total. The recovery monies were intended to be recycled into another infrastructure scheme to bring forward additional residential development, with the dualling of the Chelmsford North-East Bypass identified as a potential recipient.
- 10.10 The IDP assumes a HIF Recycling contribution of £10,004 per dwelling to be paid on an equal basis across the delivery of the Garden Community.
- 10.10 It is possible that the actual construction costs of the CNEB will increase due to the cost of materials and inflation. The tendered construction costs will be known early in 2023. Officers from ECC and CCC are in communication with colleagues at Homes England to update the HIF Recovery and Recycling Strategy in light of any changes.

**11. Planning Framework Agreement (PFA)**

- 11.1 The Planning Framework Agreement will be the overarching legal agreement for the entire Garden Community that provides the framework, which the Site Specific s106 Agreements for individual outline planning applications will need to comply with.
- 11.2 The PFA is intended to secure the following, as set out in greater detail within the Heads of Terms – Planning Framework Agreement Summary Note set out at Appendix 2:
- Linkages – The outline planning applications and the Northern RDR to be brought forward in broad conformity with the approved DFD. Access to each other's land to be facilitated.
  - Infrastructure Delivery Plan Working Group – Establishment of a working group to monitor and review the operation of the IDP, delivery of infrastructure and to make

necessary updates to the IDP. The working group to have a reporting function to the Progress Delivery Group. Any material changes to the IDP and/or approval of actual infrastructure costs as part of any update to the IDP to remain with the City Council to approve.

- Progress Delivery Group – Establishment of the PDG comprising representatives of the developers, City and County Councils to act as a non-decision making forum to share information and act collaboratively in respect of the planning and delivery of the site and to provide a monitoring function.
- Monitoring – Provision of quarterly monitoring reports; details to be further identified within the PFA.
- HIF Recycling Contributions – The full HIF Recycling Contribution of £55,022,000 to be split between each outline planning application area and paid in a series of instalments.
- Education – The outline planning applications to be in broad conformity with the education principles specified in the approved DFD. A requirement upon the Consortium to ensure provision is made across the Garden Community to accommodate the proposed level of development, integrated across the site and delivered in accordance with the approved IDP and completed Site Specific s106 Agreements.
- Northern RDR – The developer of Zone 3 (Halley Developments Ltd) to bring forward the detailed planning application for the road and to ensure its construction. The developers of Zones 1 and 2 to ensure land is safeguarded and retained for its delivery. The detailed arrangement for provision of the Northern RDR to be set out in the Site Specific s106 Agreement.
- Design Code – Secure a Design Code at outline planning application stage, which is substantially in accordance with the Design Code Framework in the approved DFD.
- Sustainability Standards – The PFA to set out the approach to setting sustainability standards.
- Biodiversity Net Gain – Submission of a site wide Biodiversity Net Gain Strategy for approval by the City Council prior to the determination of the first outline planning application; reasonable endeavours to be used to achieve 20% biodiversity net gain across the entirety of the site in its end state.
- Public Open Space – Development of compatible strategies to deliver the open space principles in the approved DFD. The Site Specific s106 Agreements to include obligations for the specification, ownership and stewardship arrangements for open space provision.
- Stewardship – The outline planning applications to reflect the stewardship principles in the approved DFD. Prior to determination of the first outline planning application, the Consortium to submit for approval (i) the governance structure of the proposed stewardship vehicle, (ii) the business plan for the proposed stewardship vehicle and (iii) a programme for the establishment and operation of the proposed stewardship vehicle.
- Community Facilities – Outline planning applications to reflect the community facilities principles in the approved DFD. The Site Specific s106 Agreements to include obligations for the specification, ownership and stewardship arrangements for community facilities.
- Transport Infrastructure & Sustainable Travel – Development of compatible strategies to reflect the transport infrastructure / sustainable travel principles in the approved DFD.
- Affordable Housing – The Garden Community to provide a minimum of 35% affordable housing in each outline planning application areas unless otherwise specified in the Site Specific s106 Agreements and to ensure that the type and tenure mix of the affordable housing accords with the City Council's adopted policy. The Site Specific s106 Agreements to include (i) submission of an Affordable

Housing Scheme, (ii) delivery triggers for the affordable housing and (iii) provision for the transfer of the affordable housing units to a Registered Provider where applicable.

- Other Financial Contributions – Any other financial contributions sought by the City or County Council to be provided for within the Site Specific Agreements.
- Employment – The PFA to secure a mechanism/approach to develop compatible strategies for delivering employment across the site in accordance with the employment principles in the approved DFD and to report and monitor site-wide progress in relation to those strategies.
- Third Party Land – The Consortium to collaborate with each other in securing third party land to the extent required for the proposed development.

11.3 The PFA is in the process of being agreed and it is proposed that the Stage 1 Masterplan is referred to Cabinet with a recommendation that authority to complete and agree the framework be delegated to the Director for Sustainable Communities.

## Conclusion

The ambition for the Chelmsford Garden Community is that it becomes exemplary; exceeding what has typically been achieved within other major development schemes both nationally and within the city area to date by some significant margin. The DFD sets out a vision, which is one of a shared place displaying an ethos of equality that reflects the significant level of collaborative working behind its development. All elements of the vision are informed by the need to become carbon zero and to minimise the impact of the new community on climate change. The vision is considered highly ambitious as befits a Garden Community.

Chelmsford Garden Community provides the opportunity to deliver an exemplar, high quality and comprehensively planned development, comprising new homes, employment, schools, community, retail and health facilities connected by a strong green and blue infrastructure network, which respects and celebrates local landscape character and heritage and incorporates destination parklands and significant areas of green space. The Garden Community is underpinned by a substantial new active travel network and a series of sustainable travel measures, which extend far beyond those delivered on any other strategic site to date including the provision of mobility hubs and access to the future Beaulieu Park Railway Station

The Garden Community is intended to lead the way in moving towards a net zero carbon development with an ambitious timescale for the implementation of higher sustainable design and construction targets over the development lifespan; these go beyond current policy requirements and include for early delivery of fully net zero carbon development north of the northern RDR.

The DFD is the culmination of two years of collaborative, pragmatic and pro-active working with the Developer Consortium, ECC and statutory and non-statutory consultees. The document demonstrates how the requirements of Strategic Growth Site Policy 6 will effectively be delivered.

The Stage 1 Masterplan is presented to Chelmsford Policy Board with recommendations that it be referred to Cabinet for approval subject to the agreement of an amended active travel network; inclusion of an appropriate process to agree Site-wide Design Principles; and finalisation of the community stewardship arrangements and any final changes to the Development Framework Document (DFD, including any arising from the focussed consultation on Domsey Lane access arrangements).

## List of Appendices:

Appendix 1 – Stage 1 Masterplan: Development Framework Document  
Appendix 2 – Planning Framework Agreement Summary Note  
Appendix 3 – Summary of Officer Comments, Consortium Responses and Final Position  
Appendix 4 – Consultation Summary – Statutory and Non-Statutory Consultees and Neighbour Representations  
Appendix 5 – Technical Note: Domsey Lane

## Background Papers:

Garden City Standards for the 21<sup>st</sup> Century: Practical Guides for Creating Successful New Communities  
Guide 1 – Locating and Consenting New Garden Cities  
Guide 2 – Finance & Delivery  
Guide 3 – Design & Masterplanning  
Guide 4 – Masterplanning for Net Zero Energy  
Guide 5 – Homes for All  
Guide 6 – I'd Love to Live There! Planning for Culture and the Arts  
Guide 7 – Planning for Green & Prosperous Places  
Guide 8 – Creating Health Promoting Environments  
Guide 9 – Long Term Stewardship  
Guide 10 – 'Edible' Garden Cities  
Guide 11 – People, Planning & Power  
Guide 12 – Modern Methods of Construction  
Guide 13 – Sustainable Transport  
Guide 14 – Building Climate Resilient Large Scale New Communities

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## Corporate Implications

### **Legal/Constitutional:**

The creation of a new stewardship body and its interaction with the new Chelmsford Garden Community Council will require further legal advice. CCC has commissioned legal advice for the preparation of the future s106 agreement and further advice regarding stewardship matters.

### **Financial:**

CCC's work on the Garden Community is being funded through the Garden Community Capacity Fund administered by Homes England for Government and Planning Performance Agreements (PPAs) agreed with the Developer Consortium. Further income will be forthcoming through planning application fees.

### **Potential Impact on Climate Change and the Environment:**

The DFD is particularly mindful that the City Council declared a climate and ecological emergency in 2019; in this respect sustainable development principles run throughout the document and there is a clear acceptance that the development must be resilient to change. Examples of resilience include the need for a diverse planting palette of native and non-native species as part of the Green Infrastructure network, buffer zones with drainage attenuation features, and buildings to be required to meet high sustainability standards.

### **Contribution toward Achieving a Net Zero Carbon Position by 2030:**

The DFD sets out an objective to ensure a clear pathway to achieving a net zero carbon development, one where low carbon energy production and minimised consumption are



placed at the heart of sustainable development and which sets high standards, that embrace innovation and demonstrate the flexibility to respond to emerging technological advances.

The proposed carbon framework is set out within the report and is ambitious whilst factoring in a necessary level of pragmatism noting that delivery of the programme requires advances in construction practices, technology and market supply, which are not within the Developer Consortium's direct influence, albeit there is a clear scope for learning through the development as outlined below.

During the period 2025-2029, residential and non-residential buildings will be required to meet the requirements of the Future Homes Standard and Future Buildings Standard, plus the space heating target recommended by the statutory, independent, UK Climate Change Committee. Residential and non-residential dwellings are expected to target net zero, for both regulated and unregulated use (excluding energy used for EV charging), during the period 2030-2034

**Personnel:**

A specific new Garden Community Team has been established in Spatial Planning Services in the summer of 2022 comprising four full-time officers substantially funded through Planning Performance Agreements (PPAs).

**Risk Management:**

A number of risk considerations exist when dealing with such a large and complex development site. Recent increases in material costs and inflation will likely have an impact on construction costs, however, this needs to be balanced with the build-out period likely to be at least 20 years. A Progress Delivery Group and Infrastructure Delivery Group are being constituted by the PFA Legal Agreement to among other matters monitor these risks.

**Equality and Diversity:**

An Equalities and Diversity Impact Assessment has been undertaken for the Chelmsford Local Plan.

**Health and Safety:**

None

**Digital:**

The Chelmsford Garden Community will be required to have a strong digital presence. The Developer Consortium have set up a website, which will need to be further developed as the project moves forward, which will also involve the new Parish Council and future Stewardship bodies.

**Other:**

None

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**Consultees:**

ECC – Planning - Major Developments and New Communities  
CCC – Spatial Planning

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**Relevant Policies and Strategies:**

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

Chelmsford Local Plan 2013-2036

Our Chelmsford, Our Plan, January 2020  
Chelmsford Climate and Ecological Emergency Action Plan





# Appendix 1



Chelmsford  
Garden  
Community

**DRAFT**

## Development Framework Document

The best of town & country,  
the best of neighbourhoods & nature

**A SHARED PLACE**

DECEMBER 2022 REV E









## CONSORTIUM FOREWORD

The Development Consortium are proud to be part of the promotion, planning and delivery of Chelmsford Garden Community and are pleased to present this comprehensive vision, ethos and masterplan.

We hope that this Development Framework Document and its supporting documents demonstrate the outcome of genuine collaboration between the local community, stakeholders and the City and County Council.

By placing people, the environment and communities at the heart of the design process we hope to build a sustainable place that delivers what we promise.

We believe that this DFD demonstrates our commitment to quality place making, to creating homes and communities that are built to last and adapt over time, providing Chelmsford with a place to be proud of, for living, for working and for leisure.

Building on the continued successful delivery of Beaulieu and Channels, these proposals demonstrate an opportunity to grow the Garden Community further, to complement the existing facilities but to provide new opportunities and community space for the future community and to live side by side with nature whilst rising to the challenges presented by climate change.

We, the Development Consortium, are dedicated to delivering high quality design, construction and long term stewardship of the Garden Community, creating a legacy for future generations to come and to have a lasting long term positive effect on the natural environment.

By utilising the Development Consortium skills, experience and track record, we are also committed to the timely and coordinated delivery of not just housing but the crucial delivery of strategic infrastructure including highway, community facilities, sports provision, health care, education and a substantial quantum of green infrastructure.

We hope that by continuing to work collaboratively both now and in the coming months, the detail and design of the Garden Community will evolve and be shaped by those that will eventually live, work and play within it.



**Chelmsford Garden Community Consortium**

## CITY COUNCIL FOREWORD

When we have development, it's vital that we build communities for people, not just houses. That's what Chelmsford Garden Community is about. It is a unique opportunity to create new neighbourhoods that address some of today's big issues.

That not only means housing that is affordable, but real action on the climate and ecological emergency, building key infrastructure on time, delivering new jobs, and supporting sustainable travel. All to create communities that people are proud to call home.

The City Council is working with development partners to make this a reality at Chelmsford Garden Community. This draft document outlines the ambition, and you can help us shape it further by giving us your feedback through this consultation.



**Councillor Stephen Robinson**  
Leader of the Council



**Councillor Lesley Wagland**  
Cabinet Member for Economic Renewal, Infrastructure and Planning

## COUNTY COUNCIL FOREWORD

Effective place-making and place-keeping enshrined in the Town and Country Planning Association's Garden City principles are the cornerstones to creating successful garden communities. Essex County Council expects these principles to be integral to the conception, planning and implementation of new garden communities to ensure they are well designed and of a high quality both now and well into the future.

As a Council we want to see truly sustainable communities delivered – those which provide adaptable and affordable homes to meet all needs, not just respond, but innovate, to meet the climate challenge head on, deliver a wide variety of jobs and routes to access them, have thriving and accessible hearts, and encourage active and healthy lifestyles within a green and pleasant environment.

We have welcomed the opportunity to help shape the masterplanning of the Chelmsford Garden Community so far, and encourage residents to take this opportunity to help plan a truly exemplar development for Chelmsford.

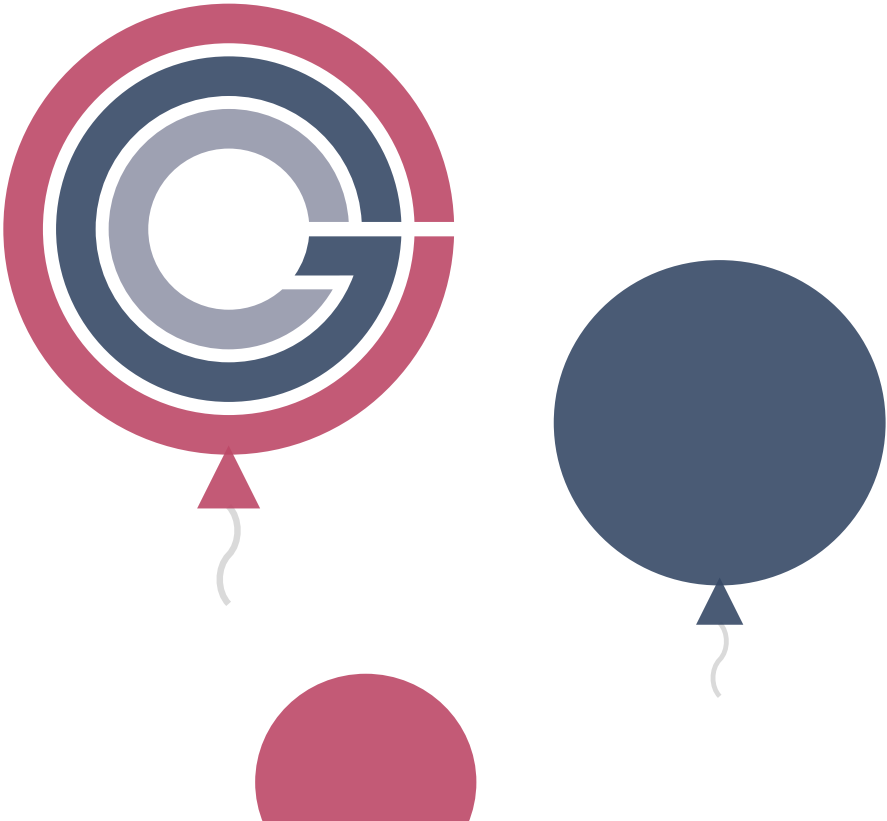


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# 01.

## INTRODUCTION





# INTRODUCTION

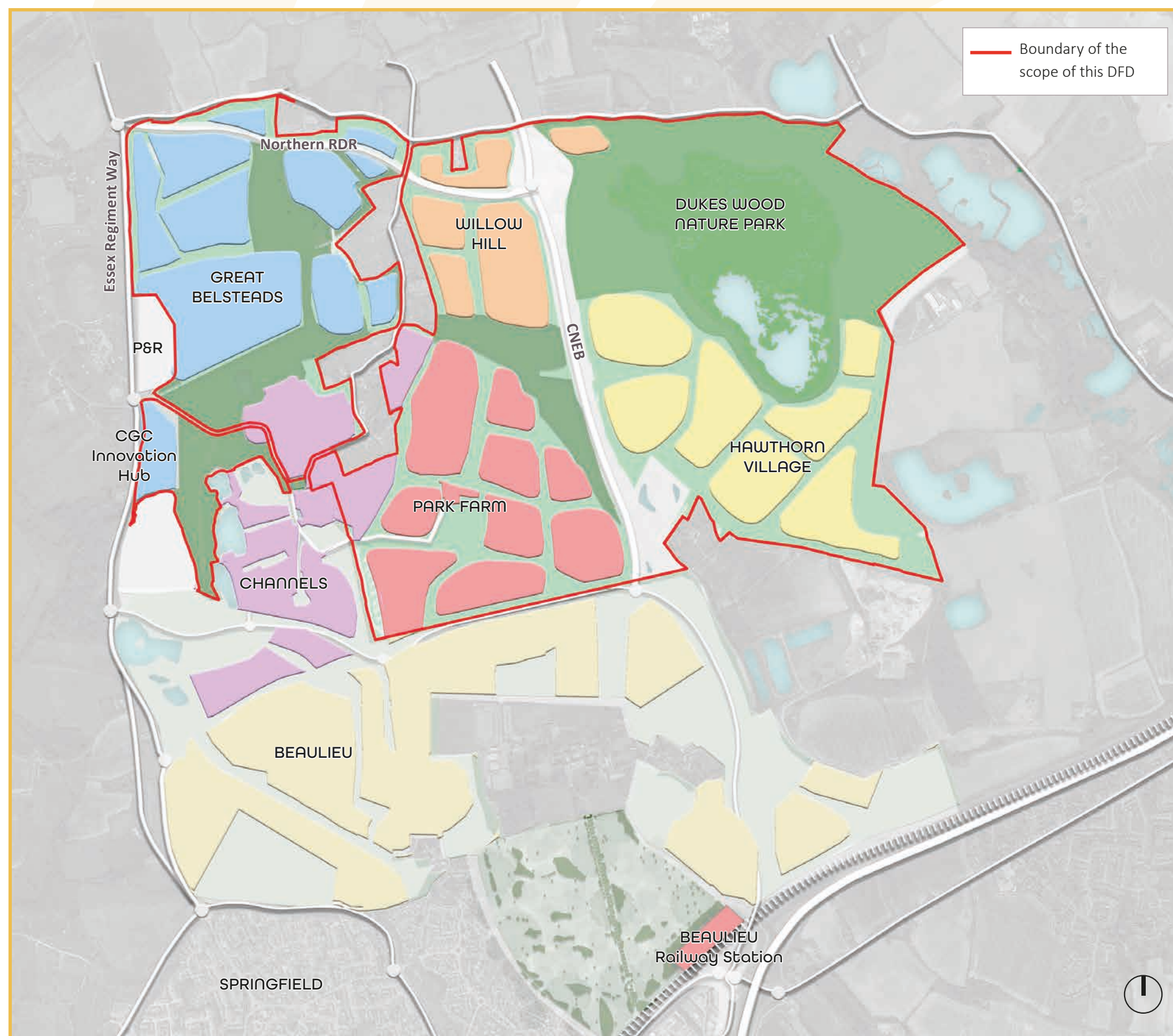
Chelmsford Garden Community (CGC) is allocated in the Chelmsford Local Plan (Adopted May 2020) to deliver an exemplar, comprehensively planned, new, sustainable Garden Community that will provide much needed housing, employment and sustainable travel opportunities within a high-quality landscaped setting which follows Garden City principles.

The Garden Community is located in North-East Chelmsford, and will build on the success already achieved at Beaulieu and Channels, which, when combined, will deliver around 10,000 new homes, wide ranging facilities and infrastructure for Chelmsford including a new railway station, an extension to high-quality bus routes and services, a substantial new active travel network, a Radial Distributor Road (Northern RDR), the Chelmsford North East Bypass (CNEB) as well as schools, community, retail and health facilities and destination parklands.

The site has been given formal status by Homes England as Chelmsford Garden Community, which encompasses all the land allocated in the Local Plan that is the subject of this Development Framework Document (DFD), as well as the successful emerging communities of Beaulieu and Channels. The Garden Community provides an opportunity to deliver high quality new homes, places to work, play and learn within a sustainable new place which leads the way in transitioning to a net zero carbon economy that is resilient to the effects of climate change. It will respect and celebrate local landscape character and heritage, provide healthy lifestyle choices, and be designed to meet the needs of Chelmsford's residents both now and into the future.

The Vision, which is set out in this DFD, will ensure that masterplanning, design and delivery take place through a process of consultation and collaboration. This will involve a wide range of stakeholders including both new and existing residents, with mechanisms enshrined in binding structures that ensure long-term stewardship and place keeping by the community which in turn delivers a long-term legacy that Chelmsford will be proud of and will be the envy of others.

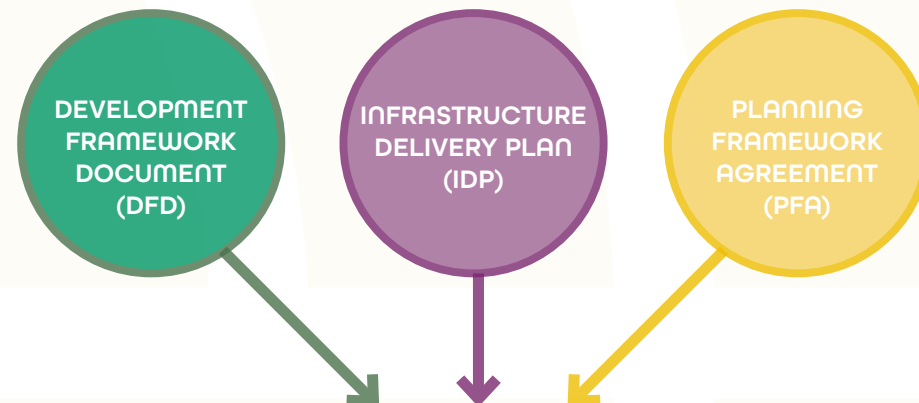
In partnership with Chelmsford City Council, Essex County Council and Homes England, the Garden Community will be delivered over approximately the next 20 years by a consortium of developers and promoters, led by Countryside L&Q (North East Chelmsford) LLP ('CLQ'), who are delivering the Beaulieu development, Ptarmigan Land Ltd who are delivering the Channels development and Halley Developments Ltd.





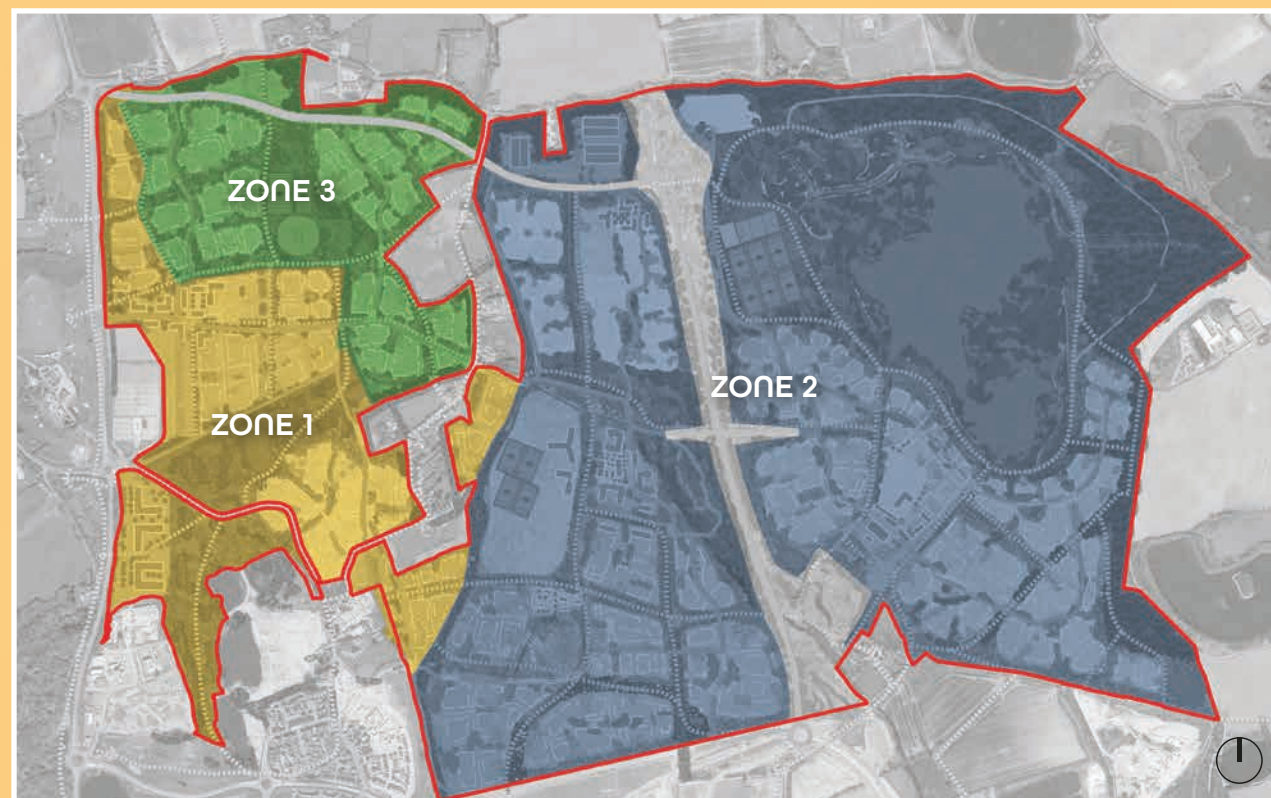
The Stage 1 Masterplan for Chelmsford Garden Community is comprised of the following three core documents, as set out below:

Stage 1



CGC Stage 2

3 OUTLINE PLANNING APPLICATIONS



## PLANNING FRAMEWORK

Local Plan Strategic Growth Site Policy 6 (SGS6) requires that development proposals accord with a Masterplan that is approved by the City Council. For the purposes of SGS6, Stage 1 of the Masterplan comprises, the following three interdependent core documents:

1. This **Development Framework Document (DFD)** -sets out what kind of place CGC should be and its ethos including the guiding framework principles, or 'golden rules', that development should follow. It also contains the Framework Parameter Plans, an illustrative masterplan, the approach to design coding, delivery and phasing and how the place should be managed in perpetuity. This will ensure the overarching Vision is delivered in a cohesive and comprehensively planned manner
2. The **Infrastructure Delivery Plan (IDP)** - that will set out the framework for what infrastructure needs to be delivered, by whom, by when and at what cost; and
3. The **Planning Framework Agreement (PFA)** - that will be an overarching legal agreement for the entire garden community that future Site-Specific Section 106 Agreements for individual Outline Planning Applications will need to comply with

The Stage 1 Masterplan documents set out above are the mechanisms that bind land promoters together and are supported by a range of technical evidence-based documents that are interrelated, to ensure design quality, delivery and long-term stewardship are addressed in a seamless, consistent and comprehensive manner across the Garden Community.

Reference to the IDP and PFA is made throughout this DFD and all three documents should be read together, and where possible, information is not repeated in each document.

The Stage 2 Masterplans will comprise the three Outline Planning Applications (OPA's) to be submitted by the developers that make up the Consortium. The OPA's will need to be in broad conformity with the approved Stage 1 Masterplan Documents which will be significant material considerations in the determination of planning applications





# 02.

## PLANNING POLICY AND THE ROLE OF THE DFD





# PLANNING POLICY AND THE ROLE OF THE DFD

## LOCAL PLAN POLICY

### INTRODUCTION

#### Planning Policy

The National Planning Policy Framework (NPPF) (2021) requires Local Planning Authorities to positively plan to identify appropriate land for homes and promotes the use of masterplans to help ensure that land is used efficiently while also creating beautiful and sustainable places.

Chelmsford City Council's adopted Local Plan (2020) sets out the vision for how the City will develop to 2036 and allocates the Garden Community under Strategic Growth Site Policy 6 (SGS6) for a high-quality comprehensively planned new sustainable urban extension.

#### SGS6 outlines the Councils Site specific policy requirements for the Site including but not limited to:

- around 3,000 new homes (the wider allocation may have capacity for a further 2,500 homes)
- 5,000sqm of employment
- travelling showpeople site for 9 serviced plots
- a new country park
- single carriageway road (or phase 1) of the chelmsford north east bypass within the site boundary
- new radial distributor road (Northern RDR) from Essex Regiment Way
- neighbourhood centres incorporating provision for convenience food retail, community and healthcare provision
- provision of a new All through school and primary schools with co-located early years and childcare nurseries
- appropriate provision of community space and significant new multi-functional green infrastructure

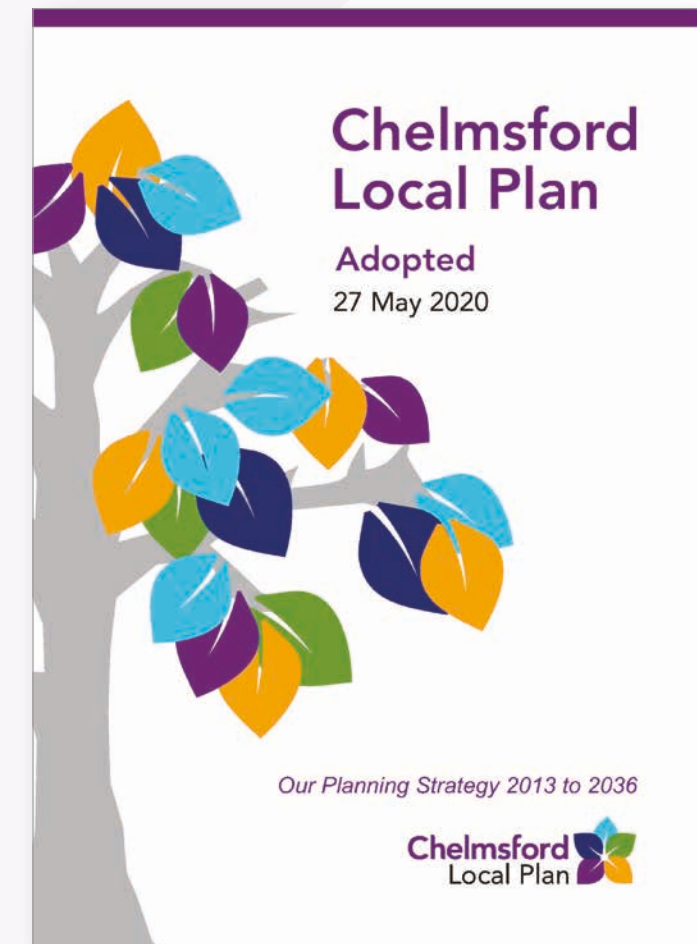
Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. All Garden Community applications for planning permission will be assessed against CCC's adopted Local Plan and relevant local policies specific to key themes are referenced throughout the Guiding Framework Principles section of this DFD (Chapter 6).

Other relevant Local Plan documents include the Essex Minerals Local Plan (2014) and the Essex and Southend-on-Sea Waste Local Plan (2017)

Material Planning Considerations relevant to CGC include the NPPF (2021), National Planning Guidance, Chelmsford Planning Obligations SPD (2021) and Chelmsford Making Places SPD (2021). When approved, this DFD will also be a significant material consideration in the determination of all CGC applications for planning permission.

Policy SGS6 requires development proposals to accord with a masterplan approved by the Council. As previously referenced, the CGC Masterplan will be delivered in two stages, with Stage 1 comprising the DFD, IDP and PFA, and Stage 2 comprising the OPA's. The DFD does not supersede any national or local planning policies but provides a clear vision for how they will be applied and implemented in the Garden Community.

The DFD is underpinned by a series of interrelated principles set out in the Vision which are based on the Town and Country Planning Association Garden City Principles, as well as ensuring that sustainability is the golden thread running through the Masterplan.



Chelmsford Local Plan Document, May 2020

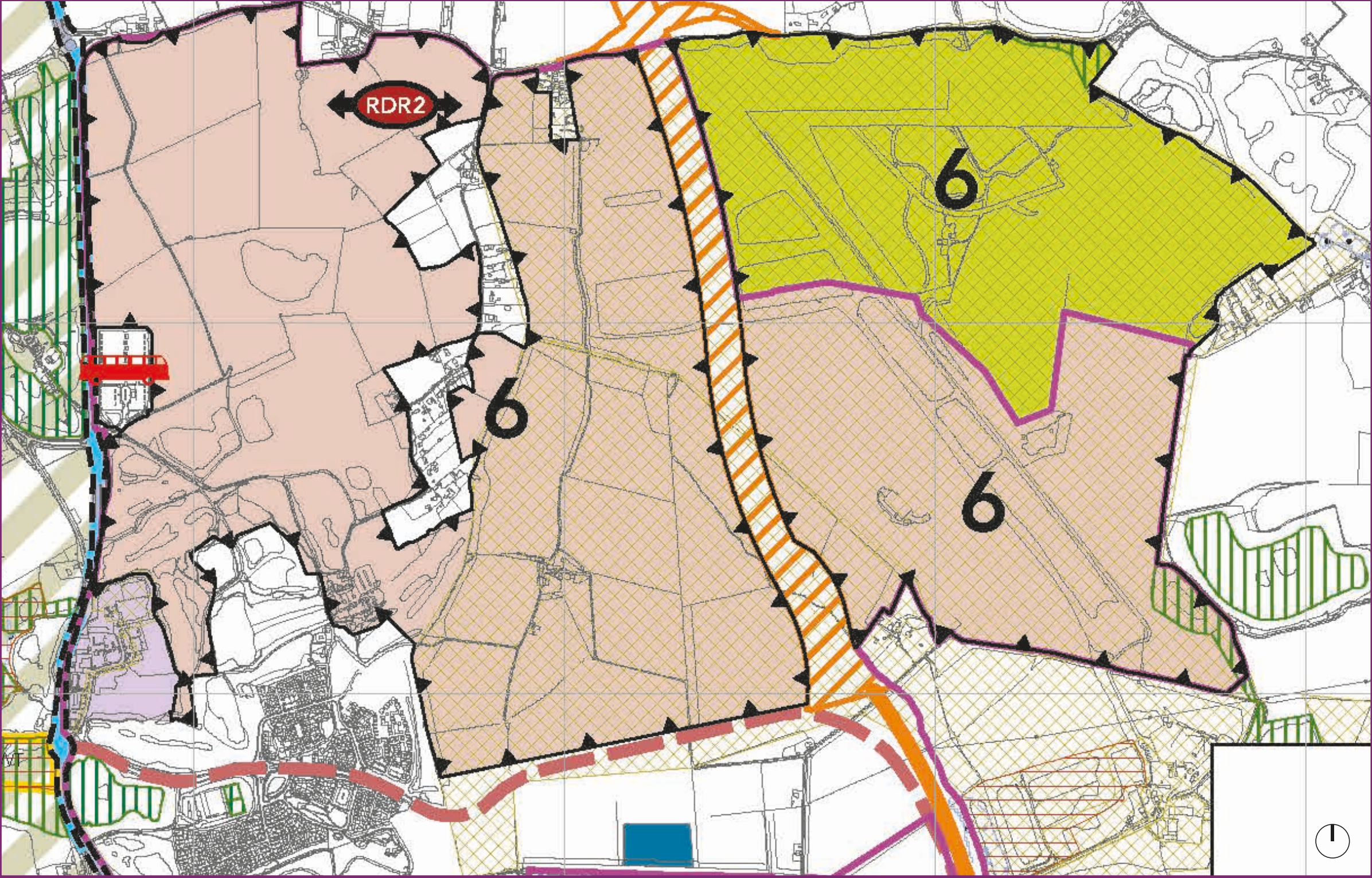




# PLANNING POLICY AND THE ROLE OF THE DFD

## LOCAL PLAN POLICY

ADOPTED POLICIES MAP, MAY 2020



- Key**
- Boundary of Strategic Growth Site Allocation 2, 3a, 6 & 7a
  - New garden community for major housing and employment development (SGS6)
  - Proposed Country Park
  - Proposed Chelmsford North East Bypass Safeguarded Corridor
  - Open Space (S11, DM21)
  - Minerals and Waste Site
  - Existing Employment Area (S8, DM4)
  - Location for Primary School
  - Radial Distributor Road (RDR1)
  - Proposed Radial Distributor Road (Northern RDR) detailed design within new garden community masterplan area (S9, SGS6)
  - Existing Park & Ride



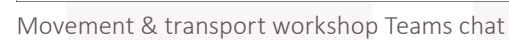
## WHAT IS INCLUDED IN THE DFD?

Whilst many of the policies in the adopted Local Plan apply across the City, the DFD sets out detailed Guiding Framework Principles (GFP's) which are specific to the implementation of Policy SGS6. The GFP's will act as the golden rules for the development going forward, providing clarity on how the Local Plan Policy requirements should be translated to achieve a well-designed, sustainable and successful place.

- Land Use and Access; and
- Green Infrastructure

These two Framework Parameter Plans in turn inform an Illustrative Masterplan based on an indicative development specification that brings to life a representation of how the Garden Community could look. The Stage 2 Masterplan OPA's will be informed by the Stage 1 Documents but flexibility will be required to enable the overall Masterplan to evolve over time in response to more detailed information emerging as Environmental Impact Assessments are undertaken.

In addition to the DFD contents, further background information and evidence bases can be found in the appendices.





# PLANNING POLICY AND THE ROLE OF THE DFD

## THE ROLE OF THE DFD



Community Liaison Group 3 workshop



Vision Workshop

### HOW HAS THE DFD BEEN PREPARED?

The DFD was commissioned by the developer Consortium, and produced in partnership with Chelmsford City Council (CCC), Essex County Council (ECC) and Homes England, led by masterplanners, JTP, alongside planning consultants, DWD, and a range of other environmental and technical consultants. It has been shaped by a co-design process which included a wide-ranging stakeholder and community engagement exercise including a series of technical and masterplanning workshops and design charrettes from June 2021 to October 2022.

### WHO SHOULD USE THE DFD?

This document is intended for use by anyone who is interested in the planning, delivery and future stewardship of CGC. It should be used by existing and future residents, planners, developers, builders and agents including masterplanners and architects in shaping development proposals.

### HOW WILL THE DFD ENSURE COMPREHENSIVE DEVELOPMENT?

The purpose of the DFD, Illustrative Masterplan, IDP and PFA is to ensure that the CGC is developed in a comprehensive manner, with place making and Garden City Principles at the heart of it.

The DFD will sit alongside the PFA, which secures the commitment of landowners and development partners to work collaboratively in delivering a comprehensively planned new garden community which is 'landownership blind'. This will ensure that infrastructure is in the right place at the right time and will maintain standards and consistency of approach in terms of design quality, sustainability and future proofing.

PFA matters secured include, but are not limited to, affordable housing requirements, strategic infrastructure (and obligations on landowners to make land available as and when required so as not to undermine delivery), sustainability, biodiversity net gain, transport modal shift, waste management, provision of green infrastructure, and template planning conditions to apply to each outline planning permission.

### HOW WILL THE DFD APPLY IN THE FUTURE?

The DFD will ultimately perform a variety of functions throughout the life of the development, including to inform outline and reserved matters planning applications, subsequent detailed design codes, phasing, delivery, stewardship to optimise the potential of the site.

CGC will be implemented over approximately 20 years with the first 3,000 homes anticipated to be delivered within the current Local Plan period up to 2036 and beyond that around an additional 2,500 homes. It will be important that the DFD and other masterplan documents are capable of responding to future demands so that it remains a leader in delivering sustainable place making and therefore the guiding framework principles in this DFD have been future proofed to be adaptable to legislative and policy changes, as well as best practice.

The Stage 1 Masterplan provides for a Garden Community of around 5,500 new dwellings and the infrastructure items required to support the CGC are outlined in the IDP and referenced in this DFD. Alongside the DFD and IDP, the PFA will establish the principle for site-wide triggers.

The final development capacity of the site as well as the trigger for the delivery of each infrastructure item will be established by the Stage 2 Masterplan OPAs, which will include a S106 agreement. The IDP will be updated accordingly to ensure CGC provides the necessary supporting infrastructure to meet demand at the appropriate time as well as allow for growth beyond the local plan period to ensure the optimum use of land.

The approach to review of the overarching planning framework will be set out in the PFA. The purpose of this is to ensure that the role of the DFD remains relevant and current and that any future applications that are approved will be based upon the most up to date legislation, policy, and guidance applicable at that time.

### POLICY STATUS OF DFD

As the masterplan is a requirement of Local Plan policy, and has been subject to wide ranging public consultation, it is a significant material consideration when determining planning applications both for the developer consortium itself and any other developer that might build elements of CGC in the future.









# 03.

## SITE CONTEXT



## SITE CONTEXT

# CONTEXT

The following text sets out a summary of the site's context. A more detailed set of background information can be reviewed as part of evidence base documents.

### SITE & THE SURROUNDING AREA

#### The Site

The site is located to the north-east of Chelmsford City, within the County of Essex and is bound to the north and east by arable land, to the south by the Beaulieu and Channels Developments, and to the west by Essex Regiment Way. The total area extends to 472ha and historically has had multiple uses including, farming, mineral extraction, landfill, aviation and leisure activities including the former Channels Golf Course. The current site comprises mainly arable land that has been restored following mineral extraction, the former Channels golf course to the south-west. To the east is known as the former Boreham Airfield, which is currently undergoing mineral extraction for sand and gravel known as Bulls Lodge Quarry. Park Farm within the centre is currently in arable use but has consent for future mineral extraction.

The site is not the subject of any landscape related designations such as Green Belt or Areas of Outstanding Natural Beauty (AONB) and is not affected by any other international, national or regional environmental or nature conservation designations.

The topography is gently undulating, with the highest point in the north-western corner and levels generally fall to the south-east towards Park Farm Brook which runs through the central area. There are no Listed Buildings or Conservation Areas within the Site, however, it is within the setting of a number of Listed Buildings.

Domsey Lane runs through the Site from Cranham Road in the north to Pratts Farm Lane in the south and is currently rural in character. However, the majority of the properties and land along Domsey Lane are excluded from the Masterplan area due to separate ownership.

Access will be from Essex Regiment Way to the east, Beaulieu Parkway (RDR1) to the south and eventually the Northern RDR to the north.

Mineral extraction has resulted in the modification of the existing landscape within the east and south-west of the site resulting in the removal of any archaeological deposits within these areas and future mineral extraction in the south and west of the Site will have the same result.

#### Surrounding Context

Essex Regiment Way (A130) forms the western boundary of the Site and the existing Chelmer Valley Park and Ride facility is accessed from Pratts Farm Roundabout. To the west of Essex Regiment Way is the Chelmer North Green Wedge, which follows the River Chelmer and encompasses Local Wildlife Sites including Little Waltham Meadows Nature Reserve. Further to the west are Little Waltham and Broomfield residential settlements including Broomfield Hospital.

Whealers Hill and Cranham Road form the northern boundary where it meets Boreham Road in the north-east. The land to the north is mostly open countryside in arable farm use. To the east is also mostly open countryside in arable farm use with a number of open water bodies as well as the Essex Police Workshop accessed from Waltham Road.

To the south of the Site are the new neighbourhoods of Beaulieu and Channels, which are the first phases of CGC. Beaulieu will deliver up to 3,600 homes set within 71 hectares of open space including allotments, play facilities, community gardens, sports facilities and reinstated historic estate parkland. A new neighbourhood centre at Beaulieu Square provides amenities for local residents including a community centre, retail and a health centre as well as the first 'All Through' School in Essex opened in September 2018, with a primary, secondary and early years nursery school and a future sixth form college. A second primary school is due to open in 2025. Beaulieu Train Station, Station Hub and Beaulieu Exchange Business Park will be delivered in future phases. Channels is located to the south-west of the Site and comprises up to 750 new homes set within 21 hectares of open space including a Country Park, a series of lakes, skate park, play areas and growing areas. The wider Channels Estate includes a hotel, bar, brasserie and wedding venue.

To the south-west of the Site is Essex Regiment Way Business Park accessed from Channels Drive Roundabout and comprises an existing drive-thru McDonalds, Costa Coffee and a Shell Petrol Station. Planning permission was granted in April 2021 (Ref: 20/00071/FUL) for a 2,228sqm foodstore (expected to be Morrisons), a 175sqm café/drive thru, a 118sqm café as well as 16,680sqm of B2/B8 uses with access off Eagle Way.



Channels Estate

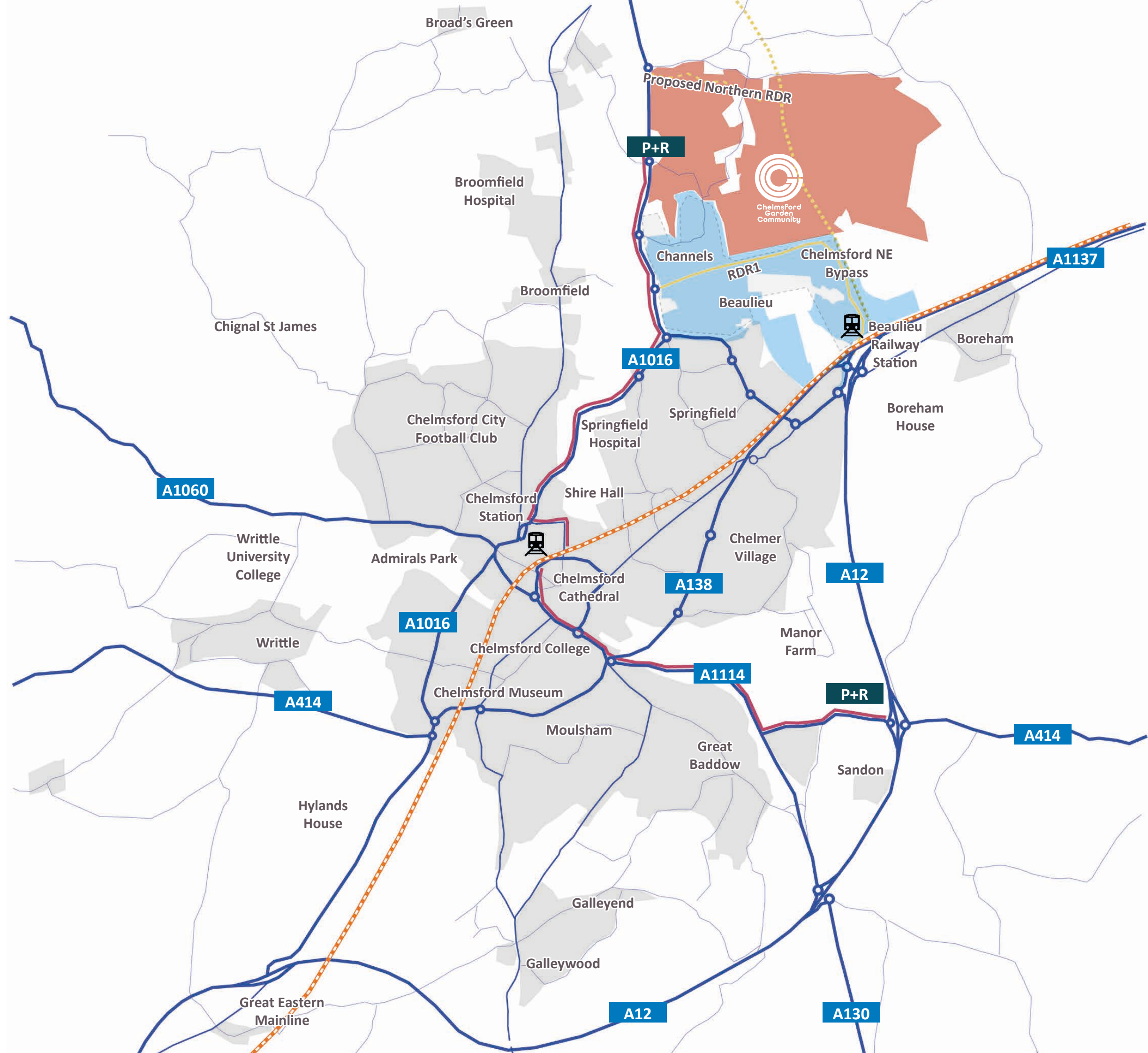


Channels landscape character



Beaulieu landscape character







## SITE CONTEXT

# SITE CONSTRAINTS

The following is a summary of the site's constraints. A more detailed set of background information can be reviewed as part of the evidence base documents.

### TRANSPORT AND MOVEMENT

Land will be safeguarded for an extension to the existing Chelmer Valley Park & Ride Facility which will be enhanced to respond to the City Council's aim for it to become a comprehensive "transportation hub" providing access on to Chelmsford and Beaulieu Railway Stations as well as Stansted Airport.

Land is also safeguarded for the Chelmsford North East Bypass (CNEB) which will provide a strategic link between the A131 and the Boreham Interchange via Beaulieu Parkway (RDR1). Access to CGC from the CNEB will be provided by a roundabout to the north of the Site that will link to the proposed Northern RDR and Essex Regiment Way.

### HERITAGE AND ARCHAEOLOGY

There are no designated heritage assets within the Site however a number of Listed Buildings are adjacent including Belsteads Farmhouse and Barn and Channels Farmhouse to the south-west, Powers Farm, Hobbits, Shuttleworth and Shoulderstick Haul to the north, Peverel's



Chelmer Valley Park and Ride

Farmhouse on Domsey Lane, Mount Maskells to the south-east and New Hall to the south.

Various areas of the site are also considered to have archaeological potential.

### MINERALS

All of the Site to the east of Domsey Lane is designated minerals safeguarded land and is either restored, active mineral extraction areas or future extraction land. Extraction of sand and gravel is being undertaken under extant planning consents for Bulls Lodge Quarry (including Boreham Airfield and Park Farm). The phasing and delivery of the Garden Community will allow for the continued mineral extraction of Bulls Lodge Quarry. The Boreham Airfield Site restoration plans include a 51-hectare lake that will be incorporated into the future Country Park.

### LANDSCAPE & DRAINAGE

Due to previous and future mineral extraction the topography of the Site has been altered but is mostly gently undulating and falls from north-west to south-east towards Park Farm Brook which runs thorough the Site. The entire Site is located within Flood Zone 1 (i.e less than 1 in 1000 annual probability of river or sea flooding) classes as low probability risk.



A lagoon associated with the mineral extraction process



Listed Peverel's Farmhouse

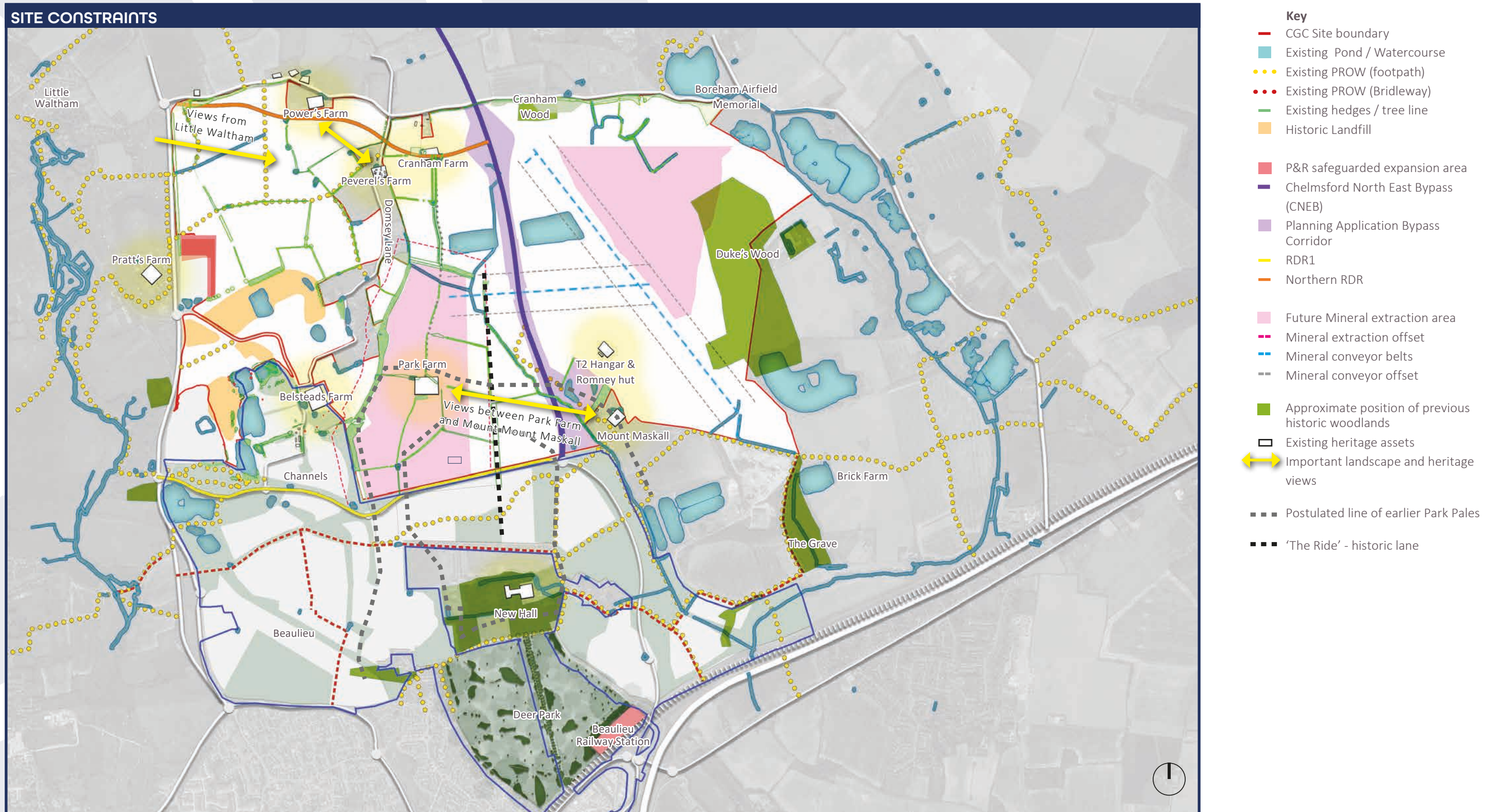


Listed Channels Farmhouse



# SITE CONTEXT

## SITE CONSTRAINTS



Note: For location of Archaeological Assets please see Figure 2 of submitted Cultural Heritage Desk Based Assessment.



## SITE CONTEXT

## THE MINERAL EXTRACTION PROCESS

## EXTRACTION PROCESS, PHASING &amp; TIMESCALES

The phasing of the minerals extraction in both the Bulls Lodge Farm and Park Farm areas is expected to follow the process shown on the diagram opposite. The Park Farm extraction is planned to be completed over a period of 6 years and 2 year of restoration. Once restoration works are complete in Park Farm extraction, activities will return to Bulls Lodge for a further 4 years followed by 2 years restoration works.

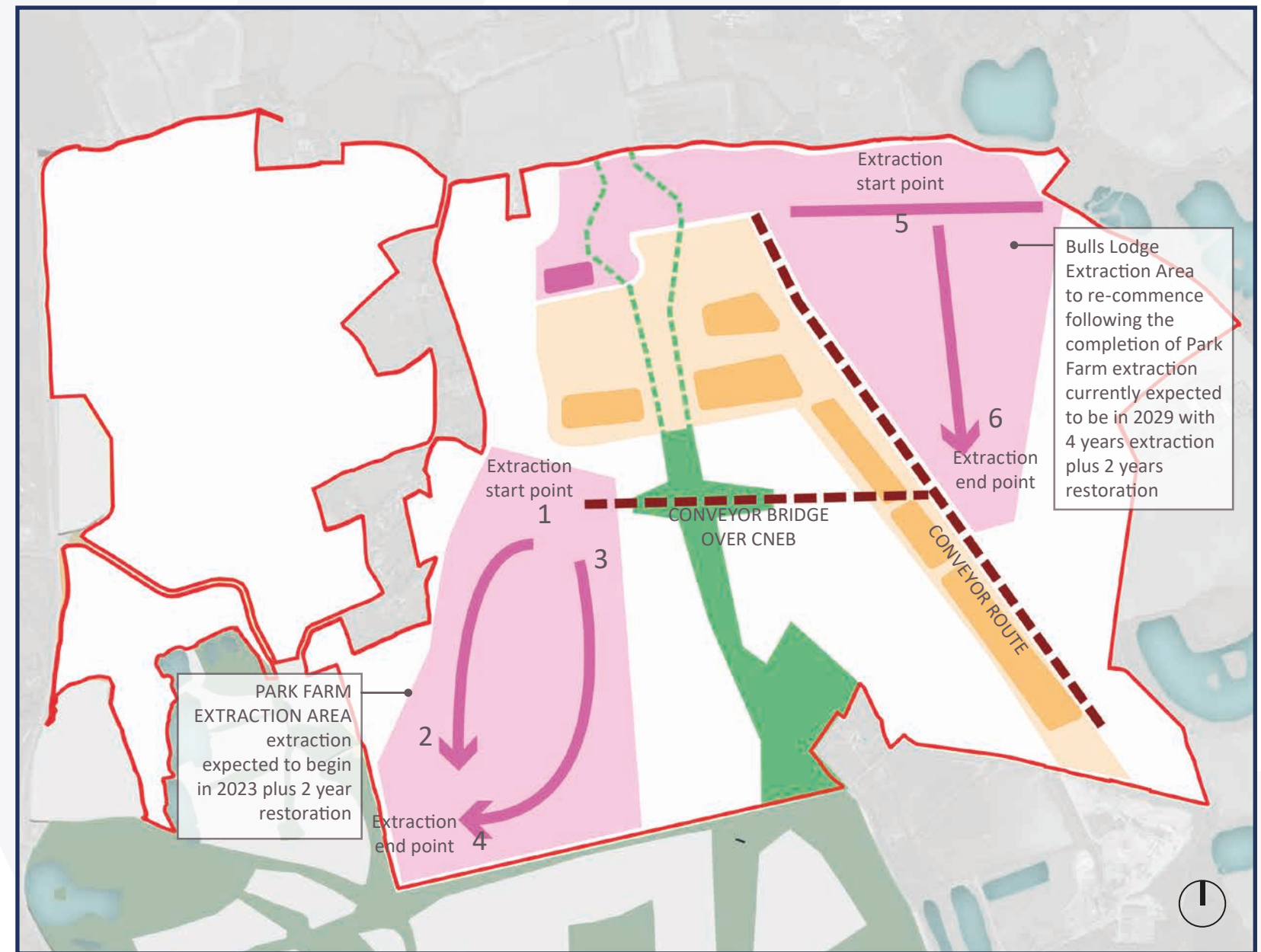
The extraction works will comprise a number of stages through the process including:

1. Removal of topsoil and stockpiling for later reuse
2. Removal and storage of overburden (material that is not set for extraction but is on top or the sands and gravels)
3. Excavation of sands and gravels
4. Replacement of overburden and topsoil

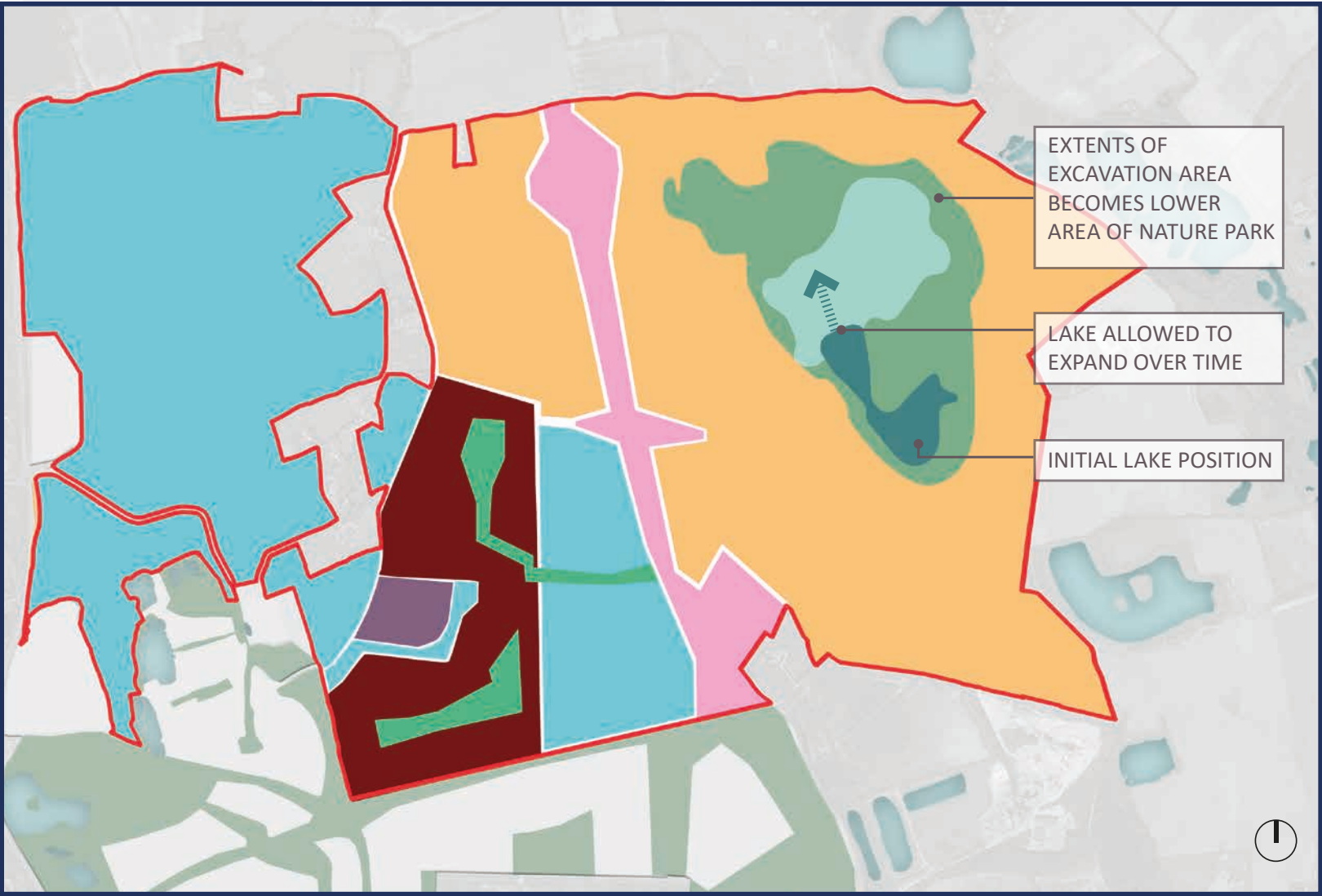
The stockpiles of material are to be strategically positioned to provide visual and acoustic screening during the extraction process, details of this are as outlined in the relevant minerals extraction planning applications.



## Mineral Extraction Areas



# Restoration Strategy Plan



- Key**
- Land outside of extraction area
  - Land reserved for CNEB
  - Bulls Lodge restoration area
  - Park Farm extraction area to be restored to existing levels
  - Park Farm lowest area of restored ground
  - Gently sloping interfaces between existing and restored levels

## PARK FARM LAND RESTORATION AND LEVELS

Once the extraction process is completed in the Park Farm area, the residual holes will be infilled with the removed overburden and top soil. This restored ground will not however be brought up to the pre-extraction level. Where the new restored levels meet the existing levels around the edges of the extraction area, the land will have to be reprofiled to connect the two levels. These gradients will be designed to be gentle enough for pedestrians and cyclists to easily negotiate. This is demonstrated on the top diagram.

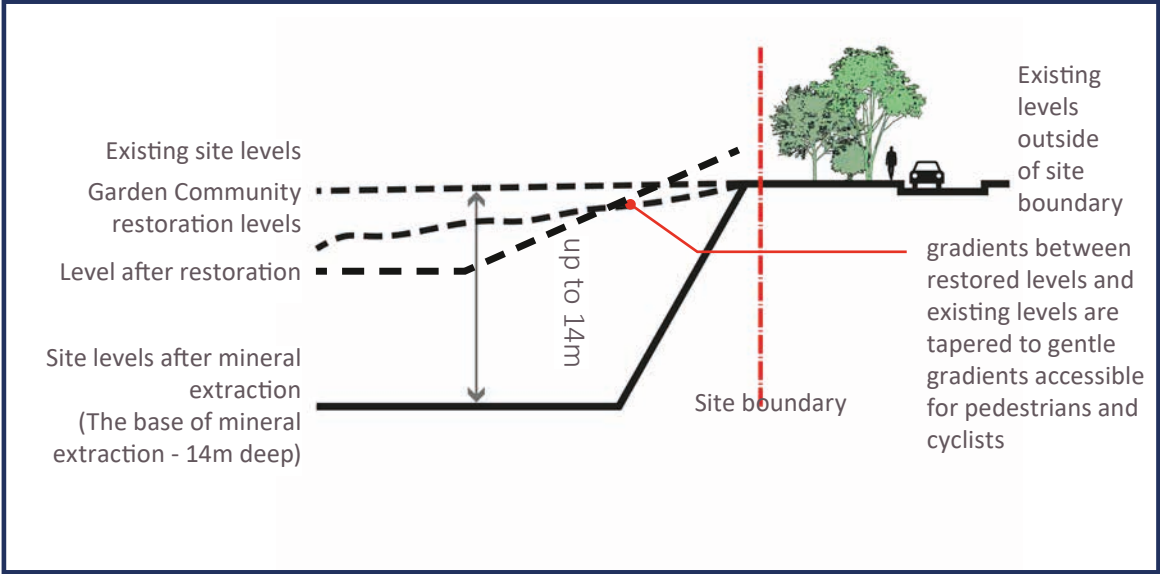
## DUKES WOOD NATURE PARK & LAKE

As set out on the previous page the area designated as Dukes Wood Nature Park will not become available until the extraction process is completed this is expected to be around 6 years after minerals extraction activities return to the Bulls Lodge Area.

Following mineral extraction, the Duke's Wood Nature Park will be left with a large excavation area of lower ground. This will fill with water and become a lake over approximately 20 years.

Initially the lower lying area will be landscaped to provide an open habitat mosaic of grassland and scrub with the surrounding banks planted with woodland. Over time the lake will fill the area highlighted in the diagram opposite, providing water frontage and sustainable drainage opportunities to the development. In the long-term the lake will be allowed to expand across the lower area of the Nature Park. For further information on Dukes Wood Nature Park refer to Chapter 8.

## Restoration Levels Diagram



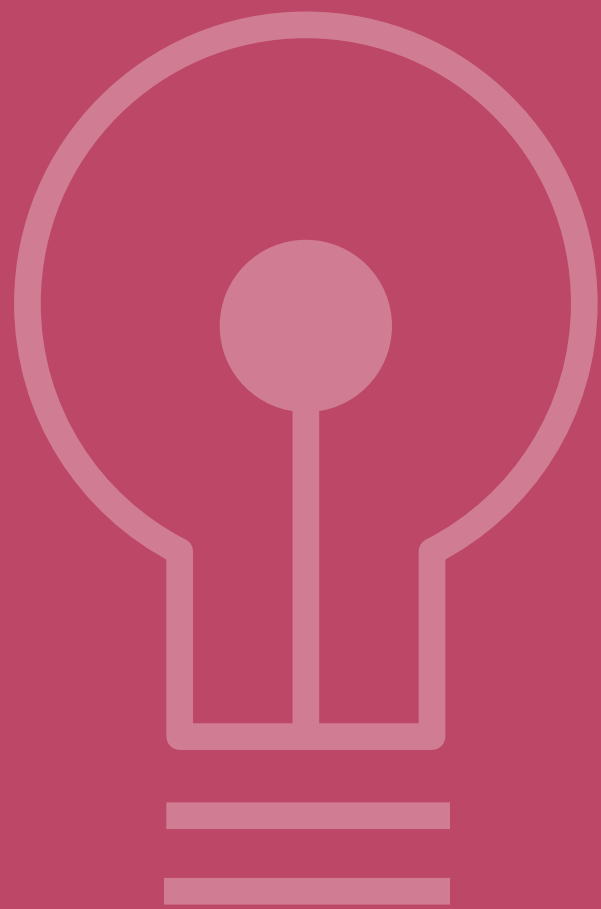




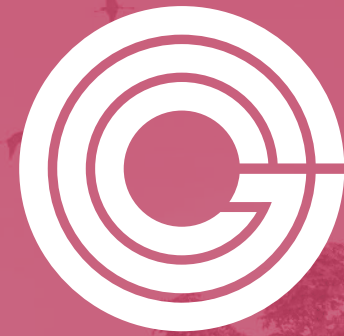


# 04.

**THE  
VISION**







Chelmsford  
Garden  
Community

# A SHARED VISION

Shaped by those who will live there and those who already do.

Imagined with our planet's future in mind.

Designed for shared landscapes, journeys, streets and lives.

A place where nature and people exist in balance.

**Chelmsford Garden Community**  
**OUR SHARED PLACE**



## THE VISION A SHARED VISION

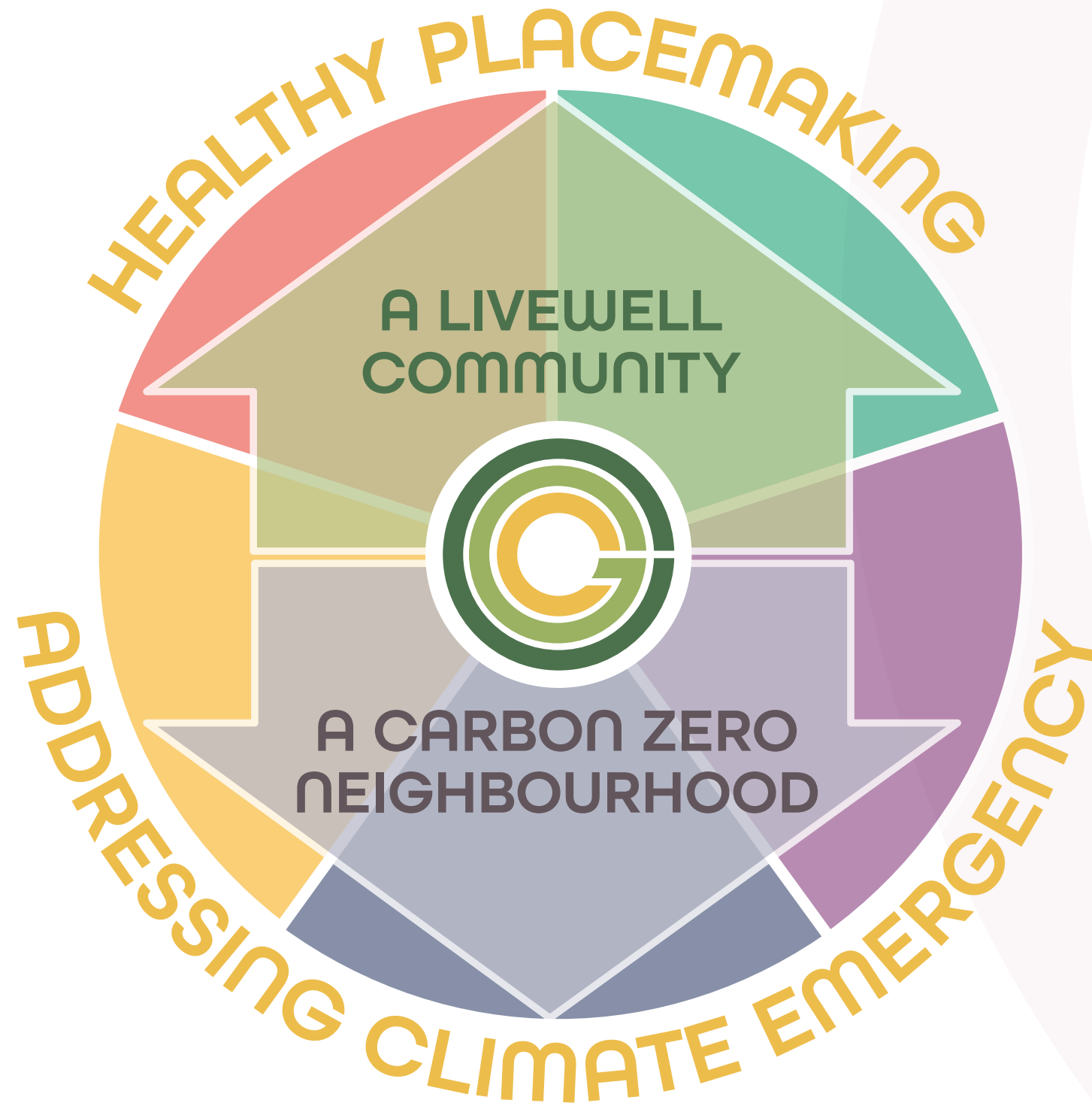
The vision for Chelmsford Garden Community (CGC) is of a shared place displaying an ethos of equality. A place to live and work alongside nature, one that integrates a symbiotic natural landscape within an enhanced and resilient ecological network.

CGC will comprise adaptable and resilient buildings and facilities including homes for all, new schools, healthcare, community facilities, shops and employment - all easily and safely accessible by cycling and walking. Streets will be designed for people over private vehicles. It will be a place where active travel and public modes of transport are the most convenient, appealing and efficient choices for short journeys.

CGC will support a 21st Century environmentally-conscious community aspiring to sustainable, healthy lifestyles, self-sufficiency and efficient use of resources. It will offer a home to a community leading the way on the path to Net Zero Carbon, in an environment resilient to the effects of climate change.

CGC will be a place with a distinct identity, made up of distinct but inter-connected neighbourhoods, where people are free to live in a shared and balanced environment. It will offer unexpected delight and interest, found in the twists and turns of an organically formed new place that has been fundamentally shaped by the characteristics and heritage of the context into which it will grow.

CGC offers a precious opportunity to create a place that can support the achievement of better health outcomes for people, responding directly to the objectives of the Livewell Campaign in Essex. This objective of Healthy Placemaking can be further supported by positive steps along to the path to decarbonisation: measures taken to achieve reductions in embodied and operational carbon are in many instances ones that can indirectly contribute to physical and mental wellbeing - through the nature of, and patterns of use within, the environments that are created.



THE VISION

A SHARED ETHOS BASED ON GARDEN CITY PRINCIPLES



HOW THE WAGON WHEEL WORKS

Over the following sections, where one of the five key pillars of the ethos has informed part of the Vision or Guiding Framework Principles, the wagon wheel will appear on the page. The relevant quadrant of the wagon wheel will be highlighted to demonstrate which part of the Ethos has informed the relevant part of the vision or each individual Framework Principle.

EXEMPLIFYING AMBITION

The ambition for Chelmsford Garden Community is that it becomes exemplary. That it goes above and beyond the typical. That it has a shared ethos - and an ethos of sharing - that reflects the collaboration behind its development. That it can be shared equitably by its community in the future.

Informing every element of the Vision and embedded in every part of the ethos is the need to become Carbon Zero and to minimise the impact of the new community on climate change. It is also to create a community that is healthy and well and to embed Chelmsford’s Livewell strategy throughout the Vision and masterplan.

The Chelmsford Shared Ethos has five key pillars born out of the extensive collaborative process undertaken with Chelmsford City Council and Essex County Council, Stakeholders and the CGC Consortium over the past 2 years.

The Five Key Pillars of the CGC Ethos:

- 1. REWILDING EVERYDAY LIFE**  
Green and blue infrastructure everywhere
- 2. PARTICIPATORY GOVERNANCE**  
Pro-active community
- 3. PROMOTING ACTIVE TRAVEL**  
Walkable, cyclable, connected
- 4. INCLUSIVE VILLAGES**  
Accessible, affordable, liveable
- 5. 15 MINUTE NEIGHBOURHOODS**  
Circular economy



The pillars of this shared ethos permeate every element of the Development Framework Document (DFD). They are also embedded in every layer of the masterplan.

# A SHARED ETHOS BASED ON GARDEN CITY PRINCIPLES

**15 MINUTE  
NEIGHBOURHOODS**  
circular economy

**REWILDING  
EVERYDAY LIFE**  
green and blue  
infrastructure everywhere

**INCLUSIVE  
VILLAGES**  
accessible, affordable, livable

**PARTICIPATORY  
GOVERNANCE**  
Pro-active community

**PROMOTING ACTIVE TRAVEL,**  
walkable, cyclable, connected



THE VISION

# GARDEN CITY PRINCIPLES

The Town & Country Planning Associations Garden City Principles were used as a starting point and an understanding of the principles formed the basis of our own ethos:



1. Land value capture for the benefit of the community



2. Strong vision, leadership and community engagement



3. Community ownership of land and long-term stewardship of assets



4. Mixed-tenure homes and housing types that are genuinely affordable



5. A wide range of local jobs in the Garden City within easy commuting distance of homes



6. Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food



7. Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience



8. Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods

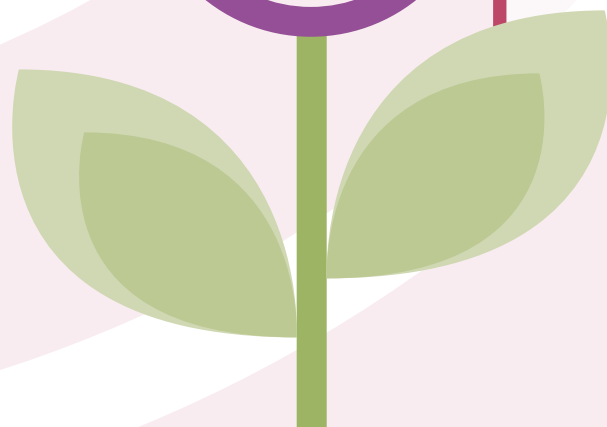


9. Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport



### Chelmsford Garden Community Our Shared Place:

- **Shared principles** agreed on workshops with the local community;
- **Shared between** the city and the country;
- **Shared** and shaped by those who will live there, and by those who already do;
- **Shared spaces** and landscape for people and nature;
- **Shared streets** for movement of vehicles, bikes, and pedestrians;
- **Shared workspaces** offering flexible and multi-purpose working environments;
- **A Sharing culture** where items, produce, knowledge, skills and spaces are borrowed and exchanged;
- **A Shared commitment** to long-term management and collective stewardship;
- **A Shared economy** where the community benefits from the prosperity of the neighbourhoods; and
- **Shared experiences** a fun, memorable and fascinating place to live.





## THE VISION

# KEY TARGETS & METRICS FOR THE GARDEN COMMUNITY

**50%**

### GREEN INFRASTRUCTURE

A Garden Community embedded in landscape



**20%**

### A TARGET OF BIODIVERSITY NET GAIN

Ecologically enriching the site to the benefit of wildlife



**1**

### JOB PER DWELLING

An estimate that CGC will generate a job for every home



**15**

### MINUTE VILLAGES

Create neighbourhoods where day-to-day needs are accessible by an active journey of less than 15 minutes



### THE POWER OF

Clustering complementary mixed uses and facilities such that they become greater than the sum of their parts

**10+**



**100%**

### WORKING TOWARDS WASTE DIVERSION FROM LANDFILL

Supporting a culture of re-use and recycling

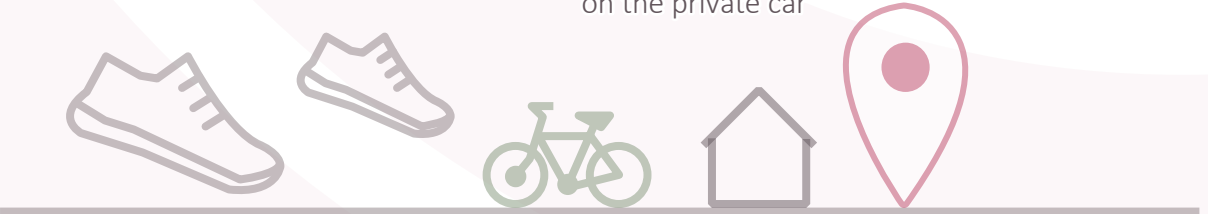


### AT LEAST

**60%**

### OF TRIPS BY NON-CAR AND ACTIVE MODES OF TRAVEL

Placemaking that fundamentally reduces reliance on the private car



**3**

### TREES PER DWELLING

Routes and spaces enriched by the planting of over 16,000 trees





# KEY TARGETS & METRICS FOR THE GARDEN COMMUNITY

## Around 5500 new Homes

Strategic delivery of much-needed dwellings in a comprehensively planned and delivered new community



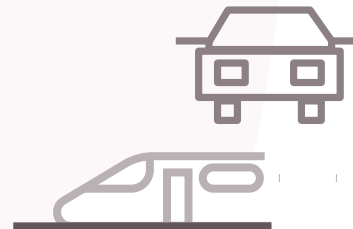
## Over 9ha of Employment Land

Offering opportunities for a diverse range of businesses and employment activities as part of Chelmsford's growth



## Railway Station and Bypass

Strategic transport infrastructure in support of the major expansion of the City



## 20km of Multi-Functional Greenways

Creating a network of movement routes - for people and for nature



## 3 New Destination Parks Covering 150ha

Major new public open space that will serve Chelmsford and the wider area



## 4 New Villages

Creating areas of distinct character and identity within the wider settlement



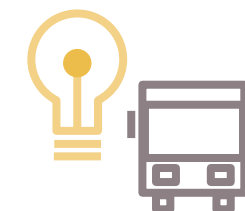
## Over 17ha of Formal Sports Pitches

Catering to a range of outdoor sports and recreation activities, as part of wider healthy placemaking objectives



## New and Enhanced Bus Services

With routes and priorities through the new neighbourhoods that will maximise their appeal and convenience



## 2 Levels of Mobility Hubs

Making sustainable transport choices appealing and convenient



## Up to 4 New School Sites

Providing up to four primary schools with co-located early years, a secondary school, and potentially sixth form. All accessible by safe and sustainable means of transport.





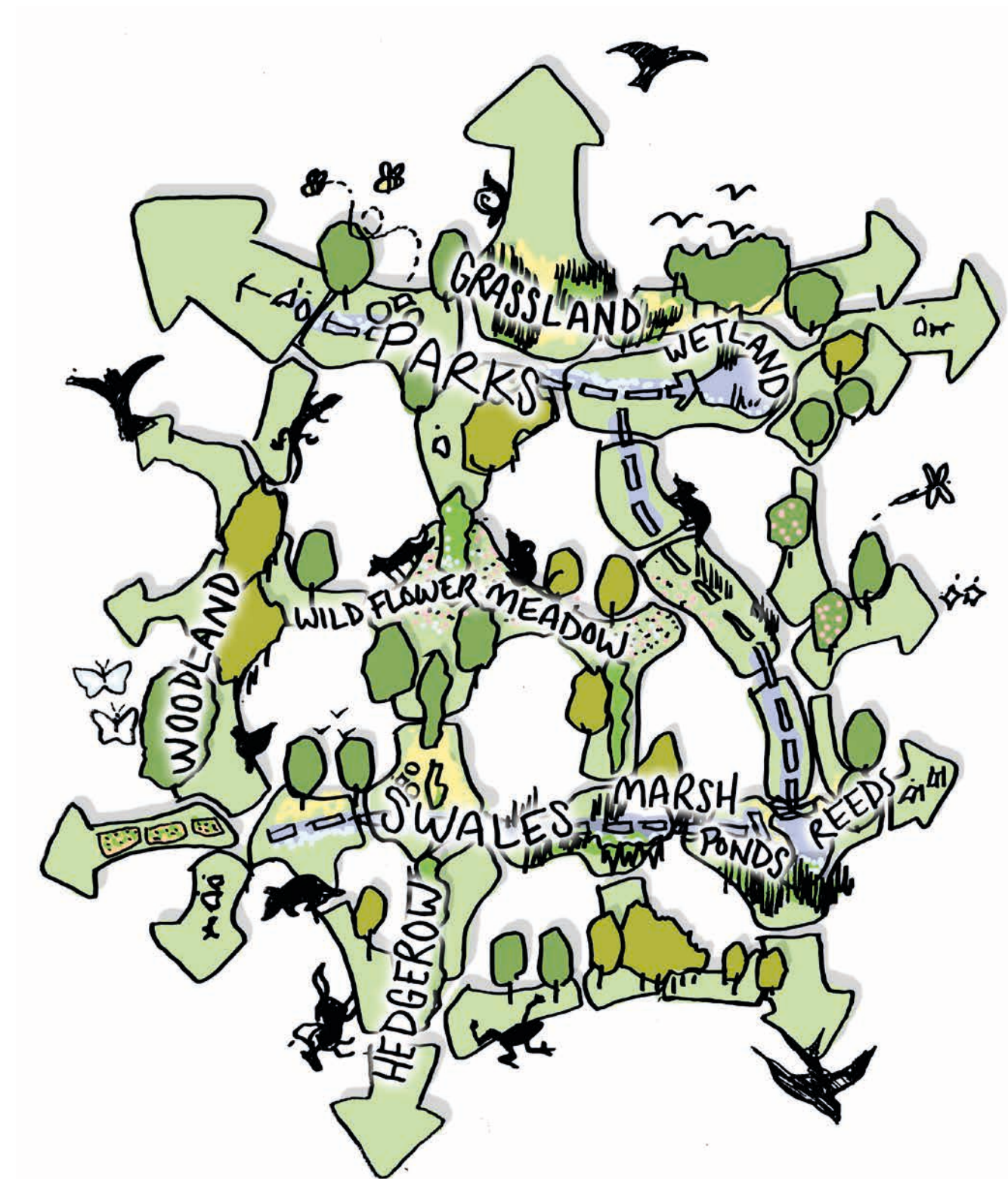
# THE VISION

## REWILDING EVERYDAY LIFE

GREEN AND BLUE INFRASTRUCTURE EVERYWHERE

### TO ACHIEVE THE SHARED ETHOS OUR COMMUNITY WILL;

- Be shaped by its inherited landscape, history and ecological assets
- Prioritise nature recovery and connect people with nature
- Create a linked network of unique, inclusive and diverse parkland destinations
- Celebrate the area's rich heritage through a network of Discovery Trails
- Prioritise active travel by creating attractive, inviting and safe multifunctional Greenway corridors
- Retain and enhance key habitats and create a mosaic of interconnected habitats rich in biodiversity
- Encourage wildlife into the built realm and public open spaces to increase biodiversity and connect people with nature





# THE VISION

## REWILDING EVERYDAY LIFE

### GREEN AND BLUE INFRASTRUCTURE EVERYWHERE

Green corridors that are havens for both people and wildlife



#### 'I COULD GET USED TO THIS COMMUTE!'

In addition to forming a nature recovery network, the Greenways have an additional benefit of forming a safe and peaceful network for people to get about.

#### 'ROOM TO GROW'

Away from roads and buildings, trees in the Greenways have plenty of space to mature. Their expanding roots and branches will not have to be pruned back as with street trees.

#### 'I SAW A FROG !'

The network of swales running through the Greenways not only manage surface water run off but provide valuable wetland habitats.

#### 'WILD LIFE!'

The attitude towards landscape in CGC is to leave nature to run wild! Planting is allowed to flourish and die back without pruning and mowing. Allowing habitats to establish and decomposition to nourish the soil.

#### 'WHAT A VIEW!'

Outlook from homes onto green spaces improves wellbeing as well as adding value. Homes are orientated to optimise views of green spaces.



THE VISION

# REWILDING EVERYDAY LIFE

GREEN AND BLUE INFRASTRUCTURE EVERYWHERE

KEY STRATEGIES

- 1) Nature Recovery Networks

2) Destination Parks

3) Discovery Trail

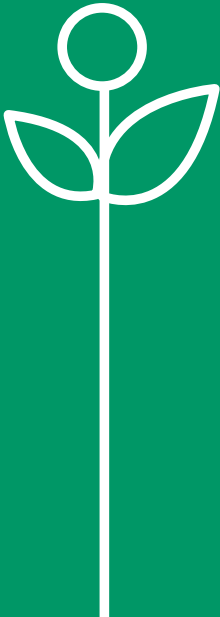
4) Inclusive Play
- 5) Outdoor Sports

6) Productive Landscapes

7) Sustainable Drainage



**1 ) Nature Recovery Networks** New multifunctional Greenways will protect, restore, enhance and create nature-rich habitats through a connected habitat mosaic which embraces CGC’s landscape, ecological and historical assets and connects existing fragmented and isolated habitats, encouraging species movement and population growth.







**2 ) Destination Parks** Three substantial new Destination Parks will be provided in locations evenly distributed across the development.

# 50%

of CGC will be blue, green infrastructure.



**3 ) Discovery Trail** A network of routes that celebrate, reference and interpret the area's rich history. The Discovery Trail will run through the Greenways and destination parks along surfaced paths, connecting important assets and highlighting the area's heritage via methods such as information boards and public art.

**5 ) Outdoor Sports** Formal sports pitches as well as large amounts of open spaces ideal for informal activities such as cycling, running and walking.



**4 ) Inclusive Play** Play areas will be accessible via pedestrian and cycle routes, providing safe, inclusive and sustainable movement between open space destinations; They will respond to the individual character of their setting, landscape and heritage assets and offer unique experiences that create stimulating spaces to promote imaginative play.

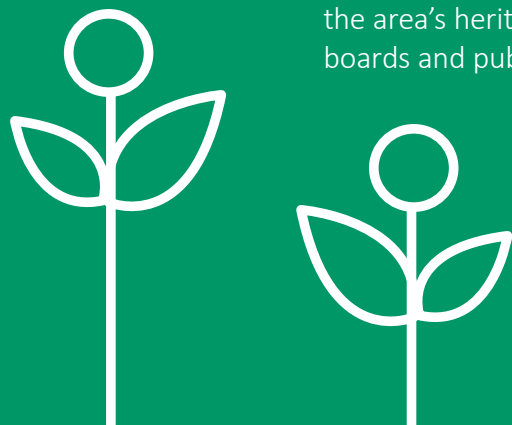


**6 ) Productive Landscapes** Community gardens, orchards and allotments will provide an accessible growing landscape for residents to cultivate, produce and grow food. Informal opportunities can exist within the Greenways and open spaces for the foraging of berries, nuts and herbs as part of the planting palette.

**“ The majority of new homes located within a 7 minute walk of a park ”**



**7 ) Sustainable Drainage** A network of swales and ponds drain rainwater off the land. Water naturally returns to the ground and surrounding water courses. The SUDs network has the added benefit of providing wetland habitats for wildlife.







# THE VISION

## PROMOTING ACTIVE TRAVEL

WALKABLE, CYCLABLE, CONNECTED

### TO ACHIEVE THE SHARED ETHOS OUR COMMUNITY WILL;

- Make at least 60% of trips by non-car and active modes of travel
- Maximise trips by bus - create a culture of travel by bus and ensure the services are commercially viable with bus stops targeted to be within of 400m walk from every home
- Provide a connected and safe movement network for pedestrians and cyclists to maximise trips by active modes
- Minimise parking provision with an aspiration in the long term to deliver a parking ratio of less than 1 per dwelling
- Monitor and adapt in order to capitalise on the spatial and environmental benefits of reduced car ownership





# THE VISION

## PROMOTING ACTIVE TRAVEL

WALKABLE, CYCLABLE, CONNECTED

Active travel route integrated with the landscape





# THE VISION

## PROMOTING ACTIVE TRAVEL

### WALKABLE, CYCLABLE, CONNECTED

#### KEY STRATEGIES

- 1) At least 60% of trips by non-car and active modes
- 2) Bus Travel Culture
- 3) Prioritised Walking and Cycling
- 4) Discouraged Car Ownership
- 5) Two levels of Mobility Hubs
- 6) Mobility Hubs within a 15 min walk
- 7) Monitor and Respond

The image below illustrates a typical bus route with a SUDs feature groups of trees and a curve in the road for slowing the traffic down.



Key





**1 ) At Least 60% of Trips By Non-Car And Active Modes Of Travel** The garden community will seek to provide a development, where at least 60% of trips originating in the new neighbourhoods are to be made by walking, cycling or buses.



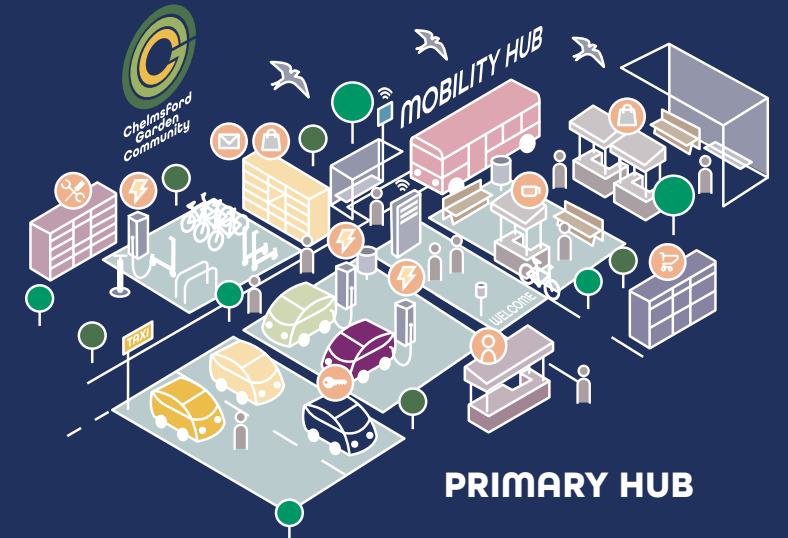
**2 ) Bus Travel Culture** New and extended services, with a target that bus stops are within 400 metre walk of every home connecting to key destinations such as Chelmsford City Centre and the new Beaulieu Railway Station.



**3 ) Prioritised Walking and Cycling** A direct and secure network of pedestrian and cycle routes will be provided throughout the site.

**5 ) Different levels of Mobility Hubs** The primary mobility hub will cluster together all of the transportation services along with retail and cafes. All of the other village centres will feature slightly but fully functional smaller secondary hubs.

## Two Levels of Mobility Hubs



**7 ) Monitor and Respond** Flexibility will be at the heart of the community - to be able to deliver infrastructure required to accommodate future advances in transport and highway related technologies.

**6 ) Mobility Hubs within a 15 minute walk of each dwelling** The mobility hubs are well distributed across the masterplan in each village centre.



### 4 ) Discouraged Car Ownership

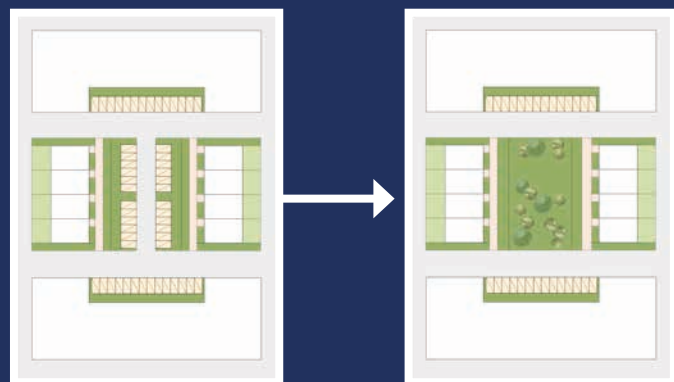
In parallel with the implementation of public transport, active travel routes and evenly distributed car clubs within 400m of every home, on plot parking will be limited car and further reduced as the development progresses and car ownership patterns change. Off plot parking will be promoted and designed to enable the transformation into public spaces as car usage patterns change.

# 15min walk

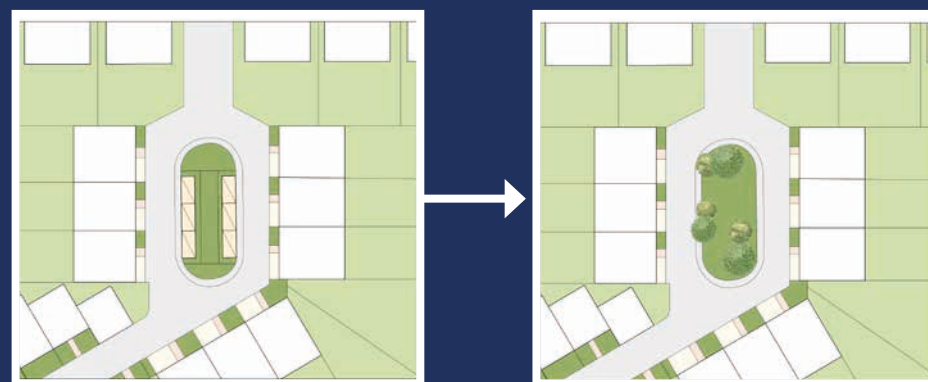


target to the nearest mobility hub

“ CGC will facilitate and encourage behavioural change - excessive usage of the private car will be a thing of the past! ”



Indicative diagrams showing transition to green space







# THE VISION

## INCLUSIVE VILLAGES

ACCESSIBLE, AFFORDABLE, LIVEABLE

### TO ACHIEVE THE SHARED ETHOS OUR COMMUNITY WILL;

- Deliver a wide mix of homes - variety of tenure, type and sizes
- Homes and places welcoming to all - catering to a range of needs and designed with connectivity and community in mind
- Create streets with multiple functions - full of life and not of cars
- Connect everyone through smart enabled homes
- Deliver homes and buildings fit for a carbon zero future
- Create equal opportunities for access to the natural environment, employment and education
- Be a place where people can lead healthy lives



### KEY STRATEGIES

- 1) A varied mix of homes
- 2) Net zero ready homes
- 3) Cluster town centre uses to create places that are greater than the sum of their parts
- 4) A home for life
- 5) Everyone connected
- 6) Inclusive and adaptable design



Car free streets become community spaces creating an opportunity to inhabit the street with...

- 1 Informal planting
- 2 Benches
- 3 Chalk pavement drawings
- 4 Communal picnic benches
- 5 Deck chairs
- 6 Outdoor play
- 7 Bike Storage is easily accessible and close to the door
- 8 EV Car club parking bays in convenient locations
- 9 Bus stops within easy reach of all homes
- 10 Street trees
- 11 Variety of sizes and tenure of homes
- 12 Low ownership car parking kept clear of streets
- 13 Rain gardens, permeable paving and swales
- 14 In the future unused car parking spaces can be reclaimed as private gardens or communal spaces



# THE VISION

## INCLUSIVE VILLAGES

### ACCESSIBLE, AFFORDABLE, LIVEABLE

#### WHAT IS THE POWER OF 10+?

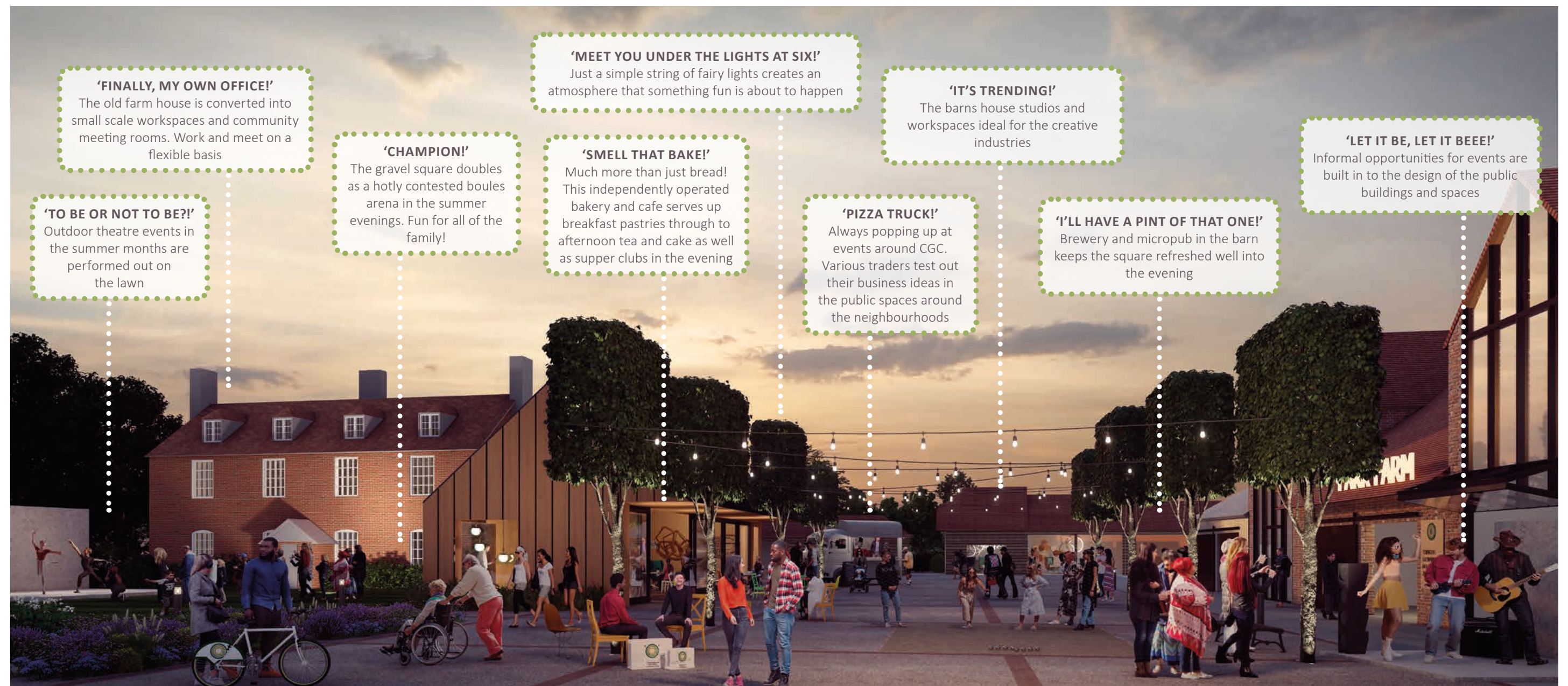
The Power of 10+ demonstrates that a well-planned and well-visited place can become greater than the sum of its parts, and that, by providing people with ten or more reasons to visit a place, the chances of them visiting and supporting various activities there will increase significantly.

Each of the four new village centres will seek to achieve the Power of 10+. They will become 'community anchors', offering a rich range of reasons to visit them. From a bench to a grocery store, from a post box to a cafe, each of these reasons is stronger if coupled with a couple more.

When these reasons add up to ten or more then a new form of self-sustaining synergy can be achieved, a place can thrive and the range of activity it supports can be expected to increase further over time.

An evening economy could be promoted via methods such as conditions on café/restaurant operating times, targeted floorspace allocation for use classes, well designed lighting schemes and provision of attractive and safe public spaces.

Applying the principle of power of 10+ to Park Farm





## THE VISION

**INCLUSIVE VILLAGES**

ACCESSIBLE, AFFORDABLE, LIVEABLE







### 1 ) A varied mix of homes

Homes in a varied mix of types, sizes and tenures will be provided across all phases of CGC. Apartments, townhouses, semi and detached houses will be able to accommodate changing housing needs for residents.



### 4 ) A home for life

The range of homes at CGC, ease of getting about and a strong community spirit will help support residents through all life's stages.



**6 ) Varied, flexible and accessible facilities** CGC will provide facilities that serve the needs of a variety of different groups of people, including those who are disadvantaged or with disabilities.

“ ...our community will give people the opportunity to meet and enjoy the sense of belonging, encouraging social support and interaction; play and active recreation; enjoyment of green and natural environments, growing healthy food; and taking exercise such as walking and biking... ”

**2 ) Construction of net zero ready homes** which utilise high fabric performance and renewable energy technologies.



“ We will be at the forefront of setting a clear pathway with the construction of net zero ready homes ”



**7 ) Inclusive and Adaptable Design** Neighbourhoods will provide a range of homes including those that are adaptable and wheelchair accessible.



**3 ) The power of 10+** Clustering of community facilities that are greater than the sum of their parts.



### 5 ) Everyone Connected

High efficiency connections across the development that will support smart homes, low carbon heating and water efficient homes.







## THE VISION

# 15 MINUTE NEIGHBOURHOODS

### CIRCULAR ECONOMY

#### WHAT IS A 15 MINUTES NEIGHBOURHOOD?

Sustainable and healthy places cannot be ones that are predicated on the use of the car, and cannot be ones where those who live and/or work there have to travel by motorised transport to access the simple needs of their day-to-day routines.

Carefully planned and organised new neighbourhoods can ensure that these simple needs can be met by undertaking a short journey which constitutes a pleasant walk or a short cycle ride. The benefits of such environments are not only ones of convenience: they extend to physical

and mental health and wellbeing, social interaction and cohesion, active travel being prioritised over car use, reduced traffic and congestion and the creation of places that can enjoy enhanced self-sufficiency while supporting a circular economy.

A careful balance must be struck in the provision of facilities that can be commercially sustainable at the heart of communities: those uses must be tailored in their range and scope to become genuinely beneficial to those living within a 15 minute one way journey from them. Some uses

cannot be provided within every neighbourhood, and for these the provision of frequent and direct public transport is provided.

At Chelmsford Garden Community the masterplan has been carefully evolved to maximise the opportunity for the creation of 15 Minute Neighbourhoods.



SO MUCH WITHIN 15 MINUTES...



# THE VISION

## 15 MINUTE NEIGHBOURHOODS

### CIRCULAR ECONOMY

#### KEY STRATEGIES

- 1) 15 Minute Neighbourhoods
- 2) Four mixed use Village Centres
- 3) Logistics hub
- 4) Innovation Hub
- 5) Multiple schools and early years provision
- 6) Working towards 100% diversion of waste from landfill

The space is filled by a mixture of uses – a community café spills out onto the square and a community centre presents an active frontage. To the rear, a market is underway. Rain garden planting with the opportunity for substantial trees reflects the approach to landscape in CGC – informal, abundant and promoting biodiversity.





## THE VISION

**15 MINUTE NEIGHBOURHOODS**

## CIRCULAR ECONOMY

## TO ACHIEVE THE SHARED ETHOS OUR COMMUNITY WILL;

- Provide flexible, high quality spaces to encourage the local economy
- Prioritise reduce and re-use before recycling waste
- Provide a mix of flexible employment spaces
- Embed community facilities within the neighbourhood hubs
- Target zero waste to landfill through a year-on-year reduction in household waste
- Support increased working from home and smart residential and commercial technologies





**1 ) 15 Minute Neighbourhoods** A range of community facilities are embedded within the neighbourhood centres across the masterplan to enliven and enrich the entire development and ensure people can meet most of their needs locally.



**5 ) Multiple schools and early years provision** One all-through school, three primary schools and early years provision in every village centre. Schools will be within a short, safe cycle or walk from all homes.



**2 ) Four Village Centres** will provide a range of retail, leisure, commercial and employment floorspace. They will embed the principles of the 15 minute neighbourhood.



**minutes walk or cycle for all daily needs**

**4 ) Innovation Hub** The Innovation Hub could target the office/high tech sectors, as well as other key growth areas: creative, digital and media, and business and professional services.

**“ Work to live and not live to work - from anywhere in the community! ”**



### 3 )Logistics hub

A potential Logistics Hub at Willow Hill would have easy accessibility to the strategic highway network, enabling the hub to connect with customers within CGC and the wider area.



**6 ) 100% Diversion of waste from landfill** Prioritising reusing and reducing before recycling, CGC will work towards 100% diversion of all wastes from landfill through a year-on-year reduction in household total waste.







# THE VISION

## PARTICIPATORY GOVERNANCE

### PRO-ACTIVE COMMUNITY

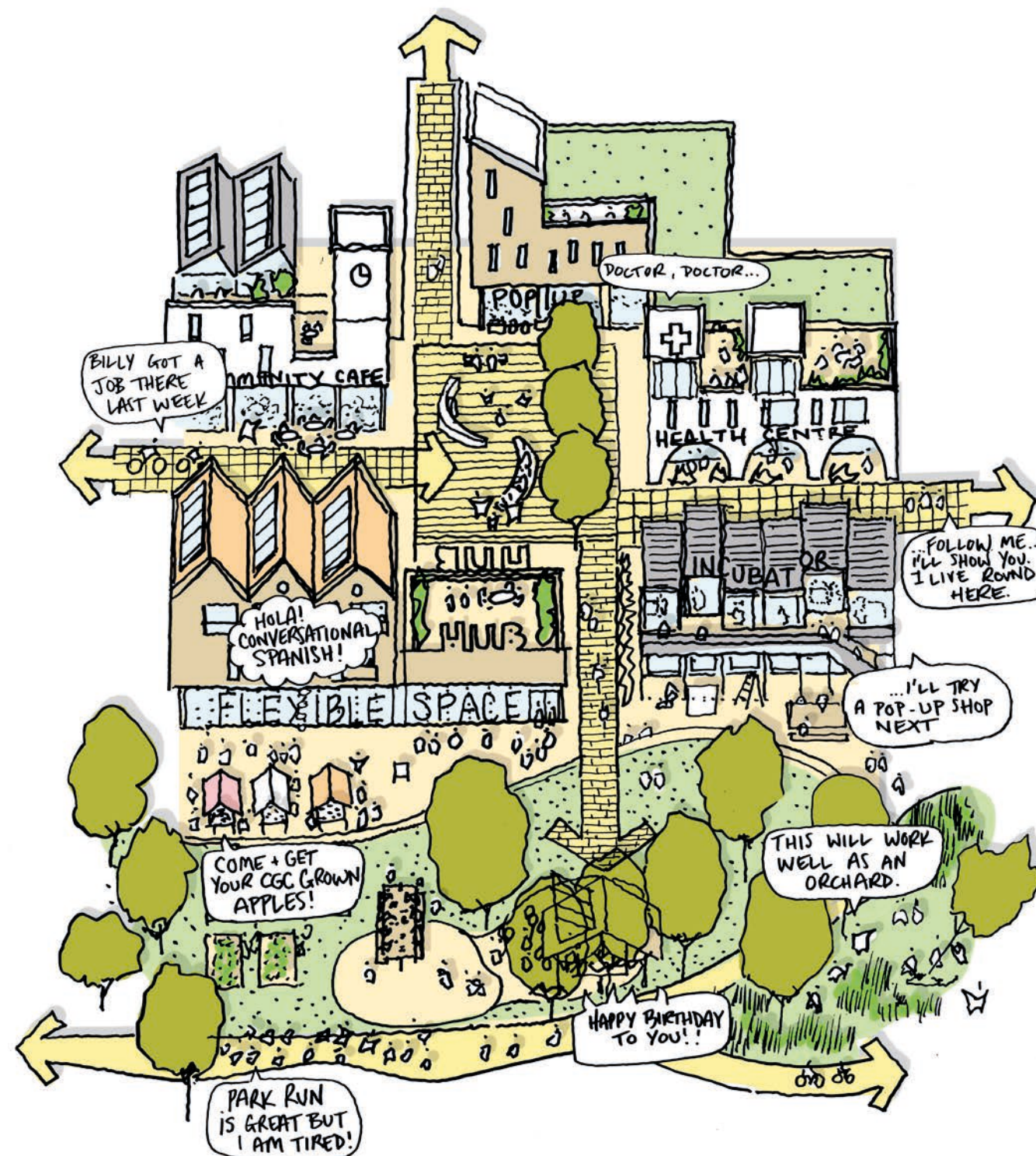
#### STRATEGIES ARE BASED ON GARDEN COMMUNITY PRINCIPLES

#### TO ACHIEVE THE SHARED ETHOS OUR COMMUNITY WILL;

- Introduce a number of stewardship initiatives
- Establish long term management and maintenance of green and blue infrastructure
- Deliver local community cohesion
- Enable collaborative stewardship
- Deliver an educational and skills resource
- Support health and wellbeing improvements for the residents

#### KEY STRATEGIES

- 1) Early establishment of stewardship bodies
- 2) Site-wide stewardship
- 3) Stewardship Steering Group
- 4) Common principles and structures of community-led management
- 5) Garden Community Management Trust
- 6) A Programme of Community Initiatives





### 1 ) Early establishment of stewardship bodies

By putting in place robust structures and approaches to stewardship from the inception of the Garden Community, gives the stewardship organisation more chance of becoming self-sustaining and effective.



“ Stewardship is considered early on in the planning of CGC and hardwired into delivery, financial and governance arrangements ”

**2 ) Site-wide stewardship** Across all phases, parks and villages, site-wide stewardship is essential for ensuring a consistent approach to the management of high quality environments.



### 3 ) Stewardship Steering Group

Could include members of the local community, Parish Council, City and County Councils, the developer Consortium, and other local residents, resident groups and stakeholders.



### 4 ) Common principles and structures of community-led management

The stewardship body, formed from members of the Garden Community, will establish the structures and principles that will govern the Management Trust.



### 5 ) Garden Community Management Trust

Will establish arrangements for community-led management and the design and funding of open space, public realm and Green Infrastructure. The Management Trust will also consider potential for income generating assets.

“ Partnership with local residents that is open to democratic and transparent procedures ”



### 6 ) A Programme of community initiatives

The Community Management body will be in charge of organising community events, health and well-being initiatives, educational opportunities as well as the maintenance of community assets.







# 05.

## ILLUSTRATIVE MASTERPLAN





# ILLUSTRATIVE MASTERPLAN DELIVERABLES

The following Illustrative Masterplan is based on an indicative development specification that brings to life how the Garden Community can deliver the vision and ethos described in the previous section of this document. Space has been created for; building inclusive neighbourhoods; a network of parks and Greenways forming the framework of green and blue Infrastructure; direct active travel and convenient public transport choices; a circular economy based on the 15-minute neighbourhoods and a place which encourages pro-active community throughout. The wider context masterplan demonstrates how the new Garden Community will be connected cohesively to the existing communities in Beaulieu and Channels and the wider City.

## KEY DELIVERABLES

The development will deliver the following:

- Around 5,500 new homes of mixed size and tenure, of which 35% will be affordable.
- 9.19ha of dedicated employment land.
- Four new mixed use Village Centres.
- A new all-through school (including 1 x primary with co-located early years, 1 x Secondary and potentially a sixth form), up to three further primary schools (with co-located early years) and at least two standalone early years facilities, as demand requires.
- 238.5 hectares of green and blue infrastructure (including the 108.8 hectare Dukes Wood Nature Park).
- 17.3 ha of new outdoor formal sports facilities.
- Comprehensive infrastructure to support sustainable travel modes.
- New Radial Distributor Road 2 from Essex Regiment Way.
- Safeguarding of land for the future expansion of Chelmer Valley Park and Ride.
- Safeguarding of land for Chelmsford North East Bypass and provision of future bridge crossings.
- Travelling Showpeople site for 9 serviced plots.

## INCLUSIVE NEIGHBOURHOODS

Chelmsford Garden Community is comprised of the existing Channels and Beaulieu communities along with four newly proposed Villages at:

**Park Farm:** Located at the heart of CGC, it will be the principal village including a mix of village centre uses at ground floor such as shops, cafes, community, co-working, healthcare and commercial floorspace. A primary Mobility Hub alongside the proposed All-Through School and a standalone early year's childcare facility. The existing Park Farm buildings, where possible will be reconditioned as a community, business and arts and cultural space.

**Great Belsteads:** Forming the western entrance of CGC, it will announce a key arrival to CGC from Essex Regiment Way. The village centre will feature commercial, and community uses at ground floor of apartment buildings, a secondary mobility hub, a primary school and a standalone early year's childcare facility.

**Willow Hill:** Will be the smallest of the village centres with a small selection of shops and commercial uses, a secondary mobility hub and primary school.

**Hawthorn:** Hawthorn Village is characterised by its proximity to the proposed Dukes Wood Nature Park.



## EMPLOYMENT HUBS

A total of 9.19 ha of employment land is proposed across two main employment sites, as well as a smaller site adjacent to the existing Channels complex as follows:

**CGC Innovation Hub:** (4.79ha) This area could target the office/ high tech sectors, as well as other key growth areas such as creative, digital, media and, business and professional services and provide around 39,940sqm of floorspace.

**Willow Hill Employment Hub:** (3.89ha) Is proposed as an area for 'last mile' logistics activity due to its position adjacent to a key transport node and its ability to intercept HGVs from key arterial roads and provide around 15,566sqm of floorspace. The location would enable the transition of goods to more sustainable last mile delivery vehicles into CGC and the wider City.

**Channels Employment Hub:** (0.51ha) This will provide office space in the form of co-working premises and small-scale workspace hubs and provide around 1,440sqm of floorspace.

A further 9,757sqm of village centre uses can be accommodated across the four new Village Centres to support the local economy including approximately 250 to 500 sqm of flexible co-working floorspace within each Village Centre.





# ILLUSTRATIVE MASTERPLAN DELIVERABLES

## NON-RESIDENTIAL FLOORSPACE

A table identifying the indicative mix of non-residential floorspace is provided within Appendix 4.

## DESTINATION PARKS AND SPORTS HUBS

Three substantial new Destination Parks are proposed, evenly distributed across CGC. One in the west, one in the east and one centrally located:

**Channels Discovery Park** - extending from Channels Park to the south up to the northern boundary at Wheelers Hill, the 32 hectare park will feature ponds and wetland habitats, coppices of trees and the Great Belsteads Sports Hub (6.1ha).

**Park Farm Meadows** - following the alignment of Park Farm Brook, it will be centrally located with Park Farm Village forming the backdrop to the 11 hectare park.

**Dukes Wood Nature Park** - the 108.8 hectare nature park is proposed to occupy the north eastern quadrant of CGC. Its centrepiece will be a 48 hectare wetland area and in addition extensive areas of new woodland planting is proposed around the north and eastern edges and to the west a new Dukes Wood Sports Hub will be delivered (7.36ha).

## GREENWAYS

The villages will be interconnected by around 20km of strategic Greenways that will protect, restore, enhance and create nature-rich habitats encouraging species movement and wildlife to thrive. Blue infrastructure will also be accommodated in the Greenways in the form of swales and ponds rich in biodiversity.

## A SUSTAINABLE CONNECTED COMMUNITY

In addition to Greenways and Discovery Trails, a network of pedestrian and cycle friendly routes that connect into the wider active transport network outside the site are proposed.

An efficient network of bus routes and mobility hubs is proposed within a short walk of all homes, businesses and attractions as well as key destinations. Mobility hubs are proposed around the site that will accommodate a variety of facilities and services such as travel planning, electric scooters and bikes and car club rentals.

A series of bus gates are proposed across the masterplan that will restrict and discourage direct travel by private motor vehicles making journeys by walking, cycling or buses more convenient, more direct and the preferred choice.

## HOUSING

The illustrative masterplan provides for around 5,500 new homes, of which 65% will be market housing and 35% will be affordable.

The mix of housing will be provided in accordance with the most up to date Planning Policy (presently Policies DM1 and DM2), the Strategic Housing Market Assessment (SHMA) and the Council's Housing Strategy.

The delivery will include appropriately accessible and adaptable housing, which meet building regulations, as well as specialist housing. Where required, financial contributions towards specialist housing may be made to support delivery in more appropriate locations.

The Chelmsford Garden Community also presents an opportunity for the delivery of community-led housing; through high levels of community participation and engagement, as set out in the Stewardship Statement, the ability to potentially include community-led housing schemes can be explored.

The precise mix and density of units will vary depending on the local context of each RMA land parcel as they are brought forward. Self build and custom build housing will be provided in line with Planning Policy with phasing and delivery details to be discussed as part of OPA's and RMA's.

## DOMSEY LANE

Land is identified on the Illustrative Masterplan outside of the CGC allocation boundary along Domsey Lane which bisects the site. These properties and parcels of land may come forward as part of future standalone planning applications which must demonstrate how they integrate within the masterplan, deliver suitable new east west connections and accord with the DFD and wider planning framework including proportionate contributions in accordance with the IDP.







- Key**
- VILLAGES**
- 1 Village Centres
- DESTINATION PARKS**
- 2 Channels Discovery Park
  - 3 Park Farm Meadows
  - 4 Dukes Wood Nature Park
  - 5 Channels Park
- EMPLOYMENT AREAS**
- 6 CGC Innovation Hub
  - 7 Willow Hill Employment Hub
  - 8 Channels Employment Hub
- SPORTS**
- 9 Sports Hubs
- SCHOOLS**
- 10 Primary School
  - 11 All Through School
- HERITAGE ASSETS**
- 12 Park Pales
  - 13 'The Ride'
  - 14 Park Farm
  - 15 Powers Farmhouse
  - 16 T2 Hanger and Romney Hut
  - 17 Channels Farmhouse
  - 18 Peverel's Farmhouse
  - 19 Pratt's Farmhouse
  - 20 Belstaed's Farmhouse
  - 21 Mount Maskall
  - 22 New Hall (Beaulieu Palace)
- OTHER USES**
- 23 Travelling Showpeople
  - 24 Development north of Northern RDR
- MOVEMENT**
- 25 Park And Ride
  - 26 Chelmsford NE Bypass
  - 27 Northern RDR
- CGC Site boundary**
- Primary street**
- Bus Gates**
- Walking and Cycling routes**
- Park and Ride (Land safeguarded for extension)**
- Primary Mobility Hub**
- Secondary Mobility Hub**
- Key site access points**





Park Farm Village



Park Farm Community Hub



Active Travel



Green Corridors





# 06.

## **GUIDING FRAMEWORK PRINCIPLES**





## GUIDING FRAMEWORK PRINCIPLES : **MOVEMENT STRATEGY**

### “ CORE OBJECTIVE

Create a development, with integrated and accessible transport systems, with **walking, cycling and public transport designed to be the most attractive forms of movement.** This will be underpinned by a Modal-Share Target of **60% of all trips originating** within the development **to be by non-car means** by completion of the development. The target within the development will be for trips by Active Modes to represent the majority form of travel.

The delivery of infrastructure and transport incentives required to meet these targets, will ensure that a **sustainable and healthy culture will thrive** within the Garden Community and in turn contribute towards minimising vehicular emissions. ”



## GUIDING PRINCIPLES

- 1 Provision of a connected movement network, which provides high quality network of primary and secondary links for pedestrians and cyclists. The on street cycle network will be designed in accordance with the requirements of LTN1/20 or any successor documents with protection for cyclists provided in accordance with Table 4.1 of LTN1/20.
- 2 Providing Bus Services to Chelmsford City Centre/NE Chelmsford Railway Station/ Broomfield Hospital and the wider public transport network through delivery of new and extended bus services from Beaulieu and Channels that will benefit from the implementation of an affordable single fare zone.
- 3 Incorporate bus-gates to create sections of 'Bus/Cycle Only' roads within the development, to ensure that all non-car uses have a clear journey time advantage over users of the private car.
- 4 Bus Stops will be easily accessible and located within 400 metres walk from every home.
- 5 Provide access to a Car Club, with a target that one space is available within 400m walk of every home to encourage a transition to households living without ownership of a private car.
- 6 Delivery of a network of Primary and Secondary Mobility Hubs throughout the site with varying functions, facilities and scale to encourage journeys by sustainable means because it is the most efficient way to travel.
- 7 Enhance connectivity to key destinations in the immediate and wider surrounding area through delivery of a series of transport related improvements and interventions.
- 8 Respond to successes and failures through monitoring performance against the Modal Share and Active Mode Targets to ensure at all times the Garden Community leads the way in delivering sustainable travel alternatives.



A sustainably planned movement network with space for different transport modes and technologies will be required in order to deliver a forward looking, high-quality place, which leads the way in transitioning from ownership of the private car and therefore optimises social, environmental, economic and health benefits.

Sustainable movement, which can be categorised as non-car and active modes, will be at the heart of the development with integrated healthier, safer, inclusive and non-polluting choices that promote more sustainable forms of transport to ensure they become the most convenient way to travel. This applies across the development and includes the movement of people, goods and services within and around the site.

Each OPA will be accompanied by a Transport Assessment, which will reference the access strategy, series of infrastructure proposals and travel plan measures in accordance with the following DFD GFP’s and will need to demonstrate how they will contribute to achieving both the Modal Share and Active Mode Targets. *Full details of these proposals are contained within the Evidence Base*

THE BUS STRATEGY

Bus travel has proven to be a huge part of the success story of the first stages of CGC at Beaulieu and Channels in shifting travel patterns away from use of the private car.

The next stages of the Garden Community will deliver further enhancements to build on this success with the key components of the proposed Outline Bus Strategy including:

- The creation of new and extended services, consistent with the target of providing bus stops within 400 metres of every home where possible and connecting to key destinations such as Chelmsford City Centre and the new Beaulieu Railway Station, including inter-connections at Chelmer Valley Park and Ride.
- Connecting other destinations outside CGC such as Broomfield Hospital through services directly from a series of Mobility Hubs around the Garden Community.
- A package of marketing and incentive measures for every resident such as free bus fares for every new resident for a year will encourage journeys by bus.

THE ACTIVE MODES STRATEGY

The definition of Active and Non-Car Modes is shown in the table below;

Active Modes	Non-Car Modes
	All Active Modes
Walking	Scheduled Bus Services
Wheelchair and Mobility Scooters	Demand Responsive Bus Services
Cycling	Private Hire Passenger Transport Services, for example School Buses, Coach Trips
E-Cycles, Tricycles and adapted bikes	

Table 1: Mode Definitions

The target is that the Active Modes represent the majority mode of travel for trips within the Garden Community, through:

- The provision of a comprehensive, inter-connected, direct, and

GUIDING FRAMEWORK PRINCIPLES :  
MOVEMENT STRATEGY



- secure network of new pedestrian and cycle routes within the Garden Community.
- Inclusion of incentives within the marketing measures to encourage journeys on foot and by cycle by residents and employees within the development.
  - The provision of secure cycle parking at various points within the Garden Community and hire schemes for Active Modes included within the mobility hubs

THE PARKING STRATEGY

The approach to parking will be integral in ensuring the Garden Community does not encourage increased levels of car ownership. The proposed parking strategy will restrict on-plot parking to an average of 1 space per dwelling in the early phases, with off-site provision in nearby parking clusters linked to the network of Mobility Hubs. Over time, if car ownership falls the parking cluster can be returned to other beneficial land uses.

THE MODAL SHARE STRATEGY

To achieve the proposed Modal Share Target, the modal share strategy will be an integral part any success.

It is proposed that new and enhanced connections will facilitate at least 60% of trips leaving the development, and 60% of trips inside the development, to be by non-car means.

In order to achieve the Modal Share Target, active travel will be promoted as the primary mode of travel within the CGC. For definition, active modes include for walking including wheelchair and mobility scooter use, cycling including e-bikes, tricycles and adapted bikes and other user propelled micro-mobility options. Meeting these targets will also be promoted via high-quality bus provision and accessibility to mobility hubs.





## GUIDING FRAMEWORK PRINCIPLES: MOVEMENT STRATEGY

# ACTIVE MOVEMENT - WALKING & CYCLING

## “ OBJECTIVE



**Enable Active Modes of travel to become the norm** to get in, around and out of the Garden Community to deliver the ambitious target for at least **60% of journeys within the development to be undertaken by non-polluting means.** An interconnected network of active travel routes will ensure exemplar provision for wheelchair users, mobility scooters, cyclists (including e-bikes), tricycles and adapted bikes and other user propelled micromobility options that are available now and those that will emerge in the future. ”



## GUIDING PRINCIPLES

- 1** Deliver a comprehensive highly connected secure network of primary and secondary active travel routes that directly connect the site to its own surroundings including employment, retail and leisure destinations.
- 2** In accordance with the current LTN 1/20 Guidance and any successor guidance segregate cyclists from the private car, particularly with priority at the majority of junctions, except for lightly trafficked roads, with low speed limits, where LTN1/20 Guidance recognises that a cyclist can comfortably make the journey on street.
- 3** Deliver a coordinated, simple, consistent and legible approach to wayfinding and signage for all users, especially for those with disabilities and special needs such as partial sightedness.
- 4** Lead the delivery of the Cycle Strategy to improve connectivity to and from the Garden Community to Chelmsford City Centre, Broomfield and Beaulieu Railway Station and mitigate severance by providing additional pedestrian and cycle crossings of Beaulieu Parkway, Essex Regiment Way and the Chelmsford North East Bypass.

# GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

## ACTIVE MOVEMENT - WALKING AND CYCLING



### ESSEX REGIMENT WAY SUSTAINABLE TRANSPORT CORRIDOR (ERWSTC )

It is proposed to create an Essex Regiment Way Sustainable Travel Corridor that will see a reduction to the existing speed limit on a substantial part of Essex Regiment Way from 50mph to 40mph following the opening of the Chelmsford North East Bypass.

The proposals are predicated on the assumption that the road transitions from a Priority 1 Road and a Strategic Route in ECC’s Route Network to a Sustainable Travel Corridor.

The new Corridor will enable the provision of additional pedestrian and cycle crossings of Essex Regiment Way helping to reduce east-west severance, together with the provision of a new north-south cycleway substantially along the western side of the road that will provide an active travel route from the Garden Community to a new cycleway along the Chelmer Valley Road connecting with existing active travel routes to the city centre.

The precise detail of the measures associated with the ERWSTC will be agreed at the OPA stage.

IDP References: C11

### CYCLING

A comprehensive cycle network is proposed within the Site as shown on the Land Use and Access FPP, this includes principle active travel routes predicted to experience high cycle demand or higher vehicle flows and the provision of priority for cyclists at the majority of junctions within the development.

**Beyond the site, key destinations for cycling have been identified as follows:**

- Chelmsford City Centre, Railway Station and Anglia Ruskin University
- Broomfield Hospital
- Great Leighs, Great Notley, Braintree
- Beaulieu Exchange Employment Area, and Beaulieu Railway Station and
- Springfield Business Park, Winsford Way

A proposed strategy for delivery of these improvements is contained within the Movement Strategy Evidence Base. Each OPA will need to demonstrate how it will contribute to the CGC Cycle Strategy through delivery of the following component parts:

- Creation of a comprehensive cycle network that seamlessly links each area of the site
- Contributions towards, or provision of, new or upgraded cycle routes to the key destinations surrounding the site and wider area
- Provision of information and incentives to encourage journeys by cycle including discounts for educational initiatives such as cycle proficiency training to encourage residents to feel more comfortable and confident to make journeys by cycle to key destinations

IDP References: C12, C13, C14, C15, C17 C18, C19, C24, C26, C27

### WALKING

Walking will be an important part of the experience for anyone living, working and visiting the Garden Community. It will provide the ability to travel to work, see friends and experience the built and natural environment that is being delivered.

A network of primary and secondary active travel routes will crisscross and run throughout the development and allow users to make their way



to key destinations without the need to take extended routes or encounter excessive interaction with private vehicles. The design, location and function of these pathways will be important to ensure users, not only have a positive aesthetic experience of using the routes, but also feel safe. Primary routes will be hard surfaced with lighting, usable at all times of day and year, with segregated pedestrian and cycling lanes. Secondary routes will be leisure routes with a variety of surfacing, lit where appropriate.

Within and around the Garden Community are a number of Public Rights of Way (PROWs) that, where possible, will be retained and enhanced to ensure the consistency of movement for existing users and to provide attractive, well-connected routes for all users in the development. Diversions of PROW’s may be considered where it would complement or improve the wider objectives and strategies set out in the DFD.

IDP References: C16, C17, C19, C20 C26, C27













Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
The Active Mode Strategy	✓		✓	✓
Provision of on-site cycle infrastructure	✓	✓	✓	
Provision of Off-Site Cycle Infrastructure	✓			✓
Travel Packs and Cycling Incentives	✓			✓
Planning Policy	S9, SGS6, DM27			
Evidence Base	Movement Strategy Summary Report – Appendix A3 – Cycling and Walking Strategy Final Rev C			

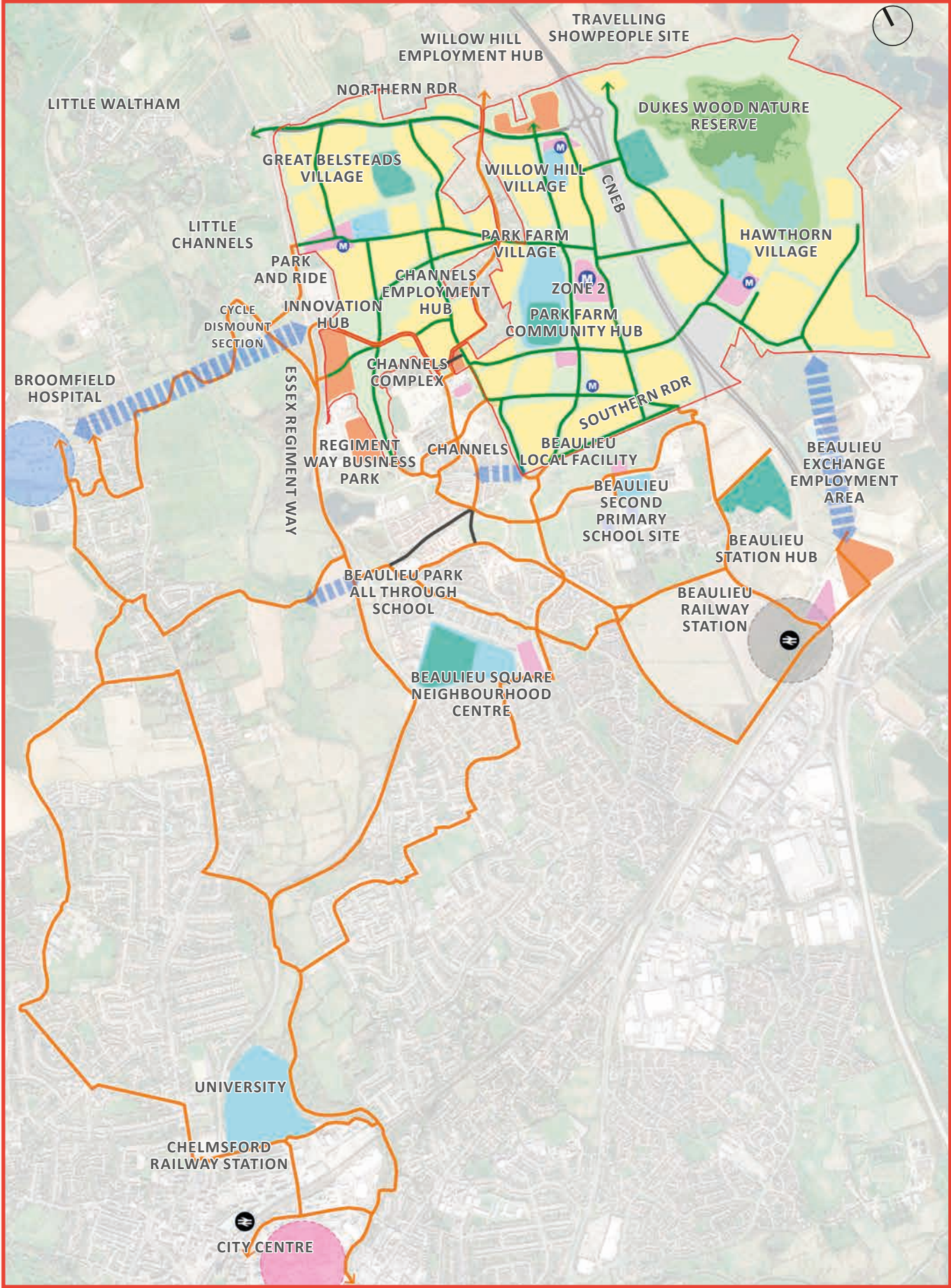


GUIDING FRAMEWORK PRINCIPLES :  
MOVEMENT STRATEGY  
**WIDER ACTIVE TRAVEL ROUTES**

The primary active travel network is indicated opposite. The solid green lines show the Primary Active Travel Routes within the CGC. The orange lines show strategic routes and connections beyond the CGC boundary only within the public highway.

Primary Active Travel Routes proposed at CGC will link into the wider network, connecting the community with key destinations in the City centre and wider area. The expansive network will tie in into the existing routes in Beaulieu and Channels, and allow direct access to Beaulieu Railway Station. To the west routes will connect to Broomfield Hospital and down Essex Regiment Way to Chelmsford City Centre, the University and Railway Station. To the west and north there will also be connections to Little Waltham, the Chelmer Valley Great Leighs, Great Notley and Braintree.

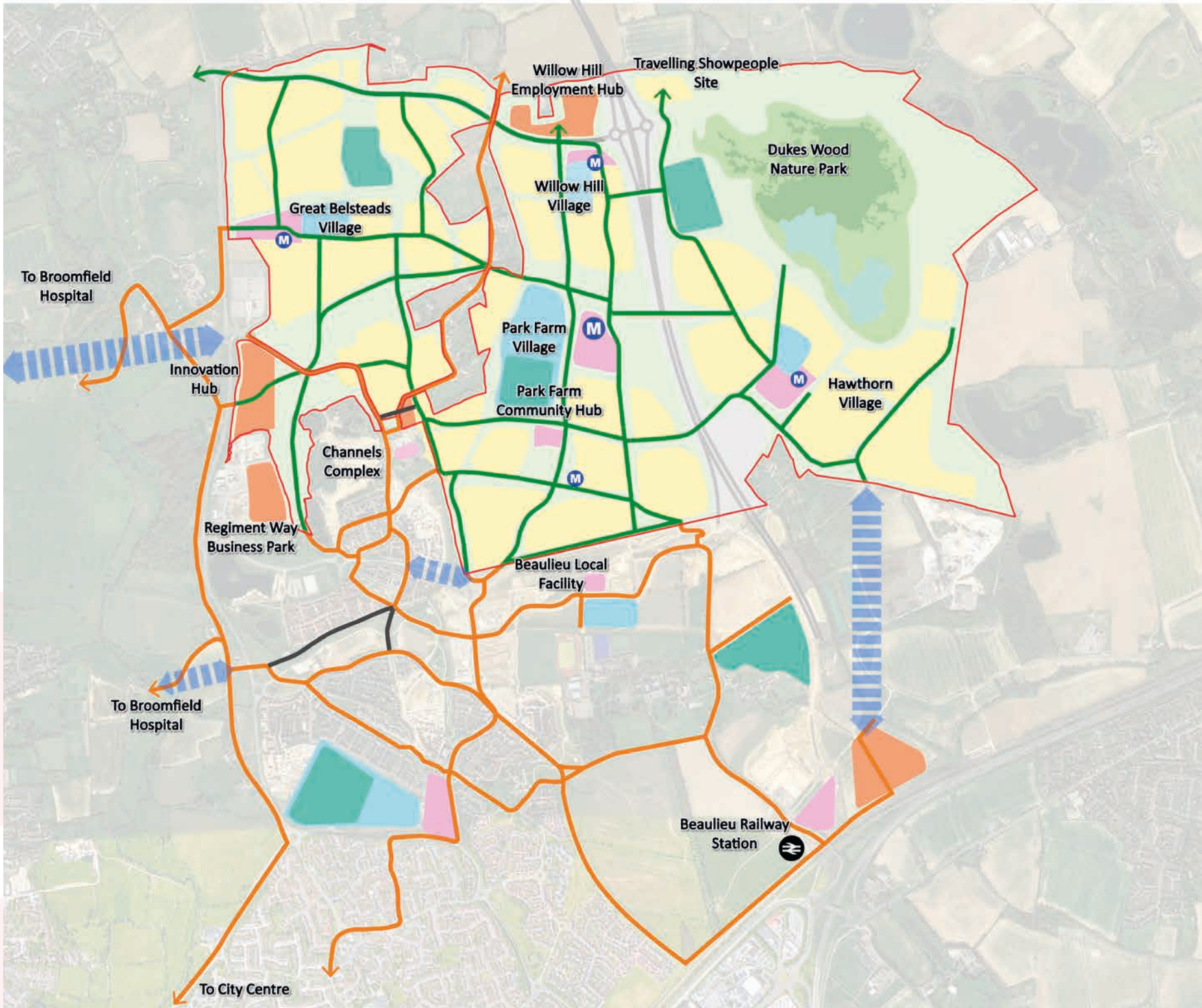
-  Primary Active Travel Routes - exact alignment and specification of routes will be determined at OPA stage and beyond
  -  Secondary Active Travel Routes - exact alignment and specification of routes will be determined at OPA stage and beyond
  -  Existing and Programmed, Active Travel Routes including those to be delivered or subject to contributions by the Consortia\*
  -  Secondary Existing and Programmed, Active Travel Routes and PRow including those to be delivered or subject to contributions by the Consortia \*
- \*Refer to the Evidence base (Movement strategy, Appendix 3)
-  Potential improved Routes, specification subject to land availability, technical and ecological constraints, to be assessed at OPA stage
  -  Aspirational Routes - final alignment and specification subject to land availability and technical constraints, to be considered further at OPA stage
  -  Proposed educational area
  -  Proposed Centres and local facilities
  -  Sports and recreation facilities
  -  Employment Area
  -  Primary Mobility Hub
  -  Secondary Mobility Hub





# GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

## PRIMARY ACTIVE TRAVEL ROUTES



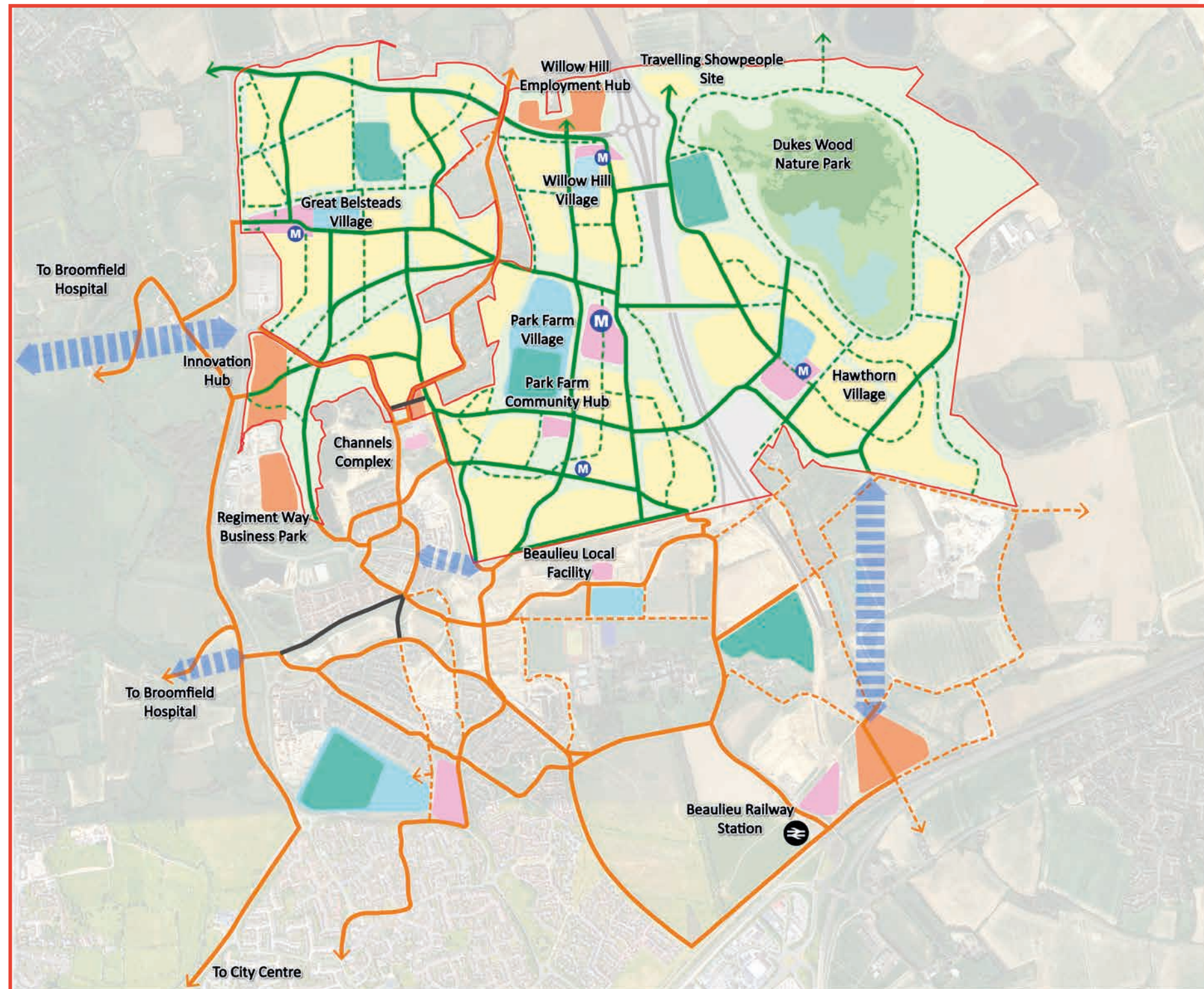
The extensive network of primary active travel routes shows how the entire community will be interlinked, making active travel the most attractive and convenient mode of travel. In addition to villages and neighbourhoods, there will be a significant amount of routes through the green infrastructure - destination parks and greenways, allowing people to commute as well as cycle or walk for pleasure.

Primary Routes will be lit and constructed to an adoptable standards. These will be hard surfaced with 3m for cycleways and 2m for pedestrians and lit. Where routes are on street cycle routes will be LTN1/20 compliant.

- Primary Active Travel Routes - exact alignment and specification of routes will be determined at OPA stage and beyond
  - - - Secondary Active Travel Routes - exact alignment and specification of routes will be determined at OPA stage and beyond
  - Existing and Programmed, Active Travel Routes including those to be delivered or subject to contributions by the Consortia\*
  - - - Secondary Existing and Programmed, Active Travel Routes and PRow including those to be delivered or subject to contributions by the Consortia \*
- \*Refer to the Evidence base (Movement strategy, Appendix 3)
- Potential improved Routes, specification subject to land availability, technical and ecological constraints, to be assessed at OPA stage
  - ⇄ Aspirational Routes - final alignment and specification subject to land availability and technical constraints, to be considered further at OPA stage
  - Proposed educational area
  - Proposed Centres and local facilities
  - Sports and recreation facilities
  - Employment Area
  - M Primary Mobility Hub
  - M Secondary Mobility Hub



## GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

**PRIMARY AND SECONDARY ACTIVE TRAVEL ROUTES**

Complementary to the Primary Active Travel Routes, Secondary active travel routes will provide additional connectivity throughout the Garden Community. These will be shared surface routes, 3.5m wide and lit where appropriate.

Primary Active Travel Routes - exact alignment and specification of routes will be determined at OPA stage and beyond

Secondary Active Travel Routes - exact alignment and specification of routes will be determined at OPA stage and beyond

Existing and Programmed, Active Travel Routes including those to be delivered or subject to contributions by the Consortia\*

Secondary Existing and Programmed, Active Travel Routes and PRow including those to be delivered or subject to contributions by the Consortia \*

\*Refer to the Evidence base (Movement strategy, Appendix 3)

Potential improved Routes, specification subject to land availability, technical and ecological constraints, to be assessed at OPA stage

Aspirational Routes - final alignment and specification subject to land availability and technical constraints, to be considered further at OPA stage

Proposed educational area

Proposed Centres and local facilities

Sports and recreation facilities

Employment Area

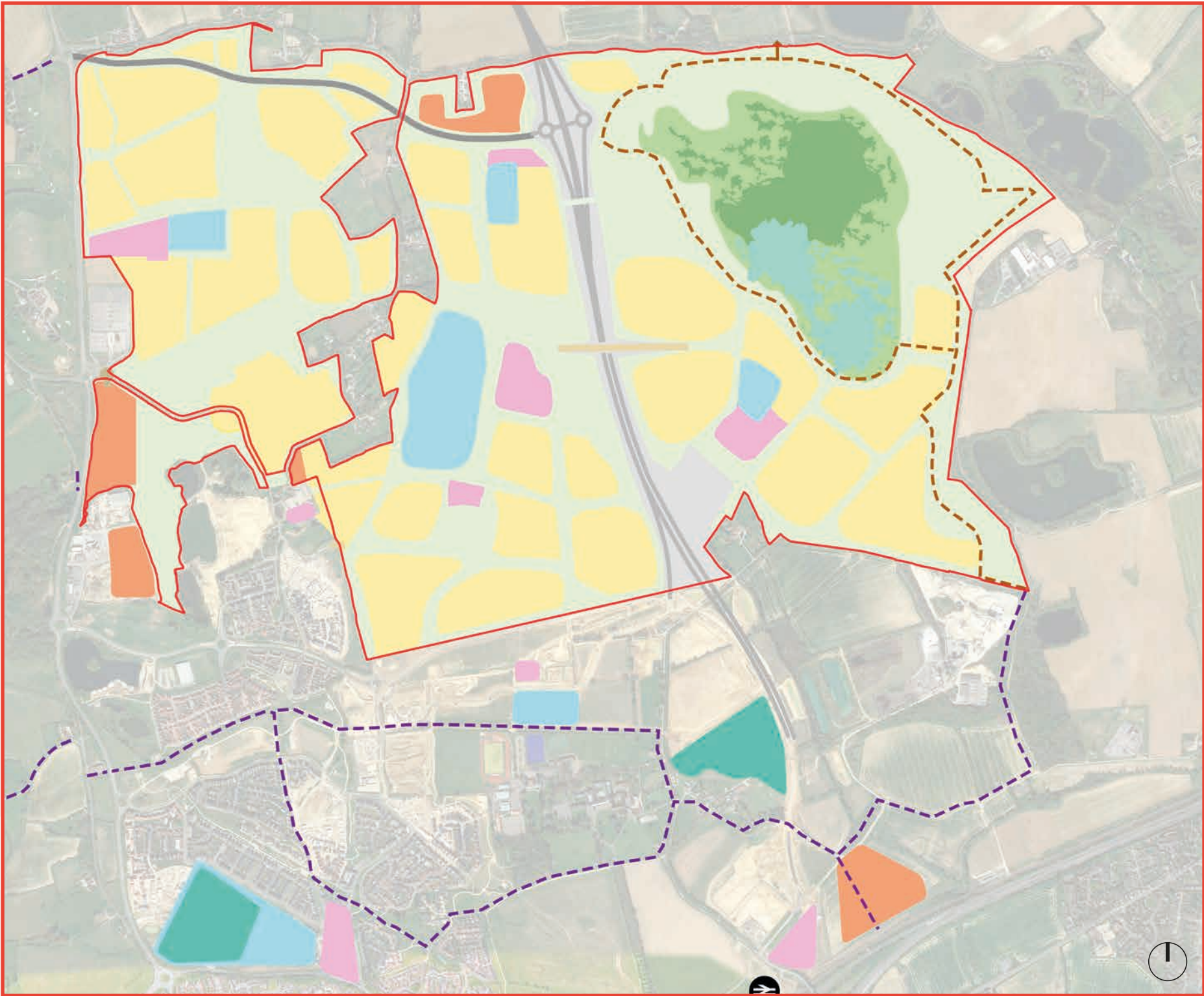
Primary Mobility Hub

Secondary Mobility Hub



GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

# EXISTING BRIDLEWAYS AND PROPOSED MULTI USER ROUTES



Existing bridleways surrounding the site will be connected with the newly proposed multi-user route leading up to and around the Dukes Wood Nature Park within Zone 2.

- Key**
- Existing Bridleways
  - Proposed Multi-user Routes





## GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

# BUS PROVISION

## “ OBJECTIVE



Provision of integrated, **well connected high quality new and expanded bus services**, building upon the successes within Beaulieu and Channels so that bus travel is not only available, but an essential and preferable alternative to the use of the private car whilst complementary toward the need **to switch to active modes of travel such as cycling and walking.**

”



## GUIDING PRINCIPLES

- 1** Each phase of development will target through good masterplanning, design and layout such that every home be located within 400 metres walk from a bus stop.
- 2** Ensure a competitive advantage for Buses over private cars through the incorporation of a series of Bus Gates (or similar measures to enforce bus only use) along the primary route network that will prioritise bus therefore ensuring that trips by bus are the most efficient way of getting around.
- 3** Create an affordable approach to bus travel through implementation of a single fare zone within the Garden Community that will include the existing communities of Beaulieu and Channels.
- 4** Ensure key destinations are well served from bus stops and mobility hubs and deliver fast, efficient, and direct bus services to Chelmsford City Centre and the new Beaulieu Railway Station and wider destinations outside of the Garden Community.
- 5** Provide incentives for all new residents within dedicated travel packs including free travel for residents on initial occupation of their homes for a period of one year, together with discount schemes after that to establish and embed a culture of travel by bus.



Chelmsford  
Garden  
Community



BUS STOP

# GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

## BUS PROVISION



The implementation of a successful Bus Strategy that discourages use of the private car is a critical component in the success of any new sustainable garden community.

The emerging CGC developments of Beaulieu and Channels have led the way in delivering significant results in terms of modal share and the next stages will build on this model and further enhance it whilst adapting to future trends and technological advances to ensure buses always remain an attractive, affordable, and convenient way to travel both in, around, and out of the community.

### Provision of Bus Services

The provision of Bus Services will be dealt with at the OPA in accordance with the principals set out in the Outline Bus Strategy.

### Bus Infrastructure

The proposed Bus Network will extend as the masterplan is implemented across each OPA with pump priming, and early provision forming a key requirement to ensure they are an embedded part of the culture of movement from the outset. This will follow the principles established at Beaulieu, where the first bus stops were provided whilst the internal network was still being completed.

As part of the strategy to ensure sustainable travel methods are the ‘go to’ option over the private car , a series of ‘bus only’ through roads throughout the development are proposed as set out on the illustrative masterplan. This will be achieved through implementing

bus gates with enforceable technology to restrict the use of designated roads to buses and cyclists only and therefore discourage people from using private cars for shorter journeys. Each OPA will need to confirm the location of the proposed Bus Gates within their respective masterplans and parameter plans with the detail to be secured within the subsequent Reserved Matters applications.

Each OPA will be expected to set out the requirements in terms of the provision of bus stops

### BUS STRATEGIES

Bus strategies for each OPA will need to demonstrate how they will contribute towards meeting or exceeding modal share targets by including the following elements in the specification and the Travel Plan requirements:

- Integrated Bus timetables that are coordinated with train departures and arrivals at Chelmsford and Beaulieu stations.
- Provide bus services that are inclusive and make provision for users throughout the day, including those who do not make part of their journey during the core part of the day such as shift workers.
- Provision of travel incentive packages such as free bus travel for one year to ensure bus use from the outset of residents moving into the development.
- Delivery of Mobile Ticketing facilities to minimise boarding times for buses, whilst providing a paper ticket option for those without access to mobile devices.



- The creation of a Plus Bus Zone with a single fare zone that covers the new Garden Community area as well as incorporating Beaulieu and Channels which will allow a consistent and affordable approach to fares for destinations such as the new Beaulieu Railway Station.

OPA’s must demonstrate how new Bus Routes will seamlessly integrate with primary and secondary Mobility Hubs within their areas and where interchange(s) can take place between a variety of modes of travel such as walking or e-scooters.

IDP References: C1, C2, C5

Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
The Bus Strategy	✓			✓
Provision of Bus Infrastructure (including Bus Gates) – Bus Only	✓	✓	✓	
Planning Policy	S9, SGS6, DM24, DM27			
Evidence Base	Movement Strategy Summary Report – Appendix A2 – Outline Bus Strategy Final Rev E			



GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

**BUS PROVISION**

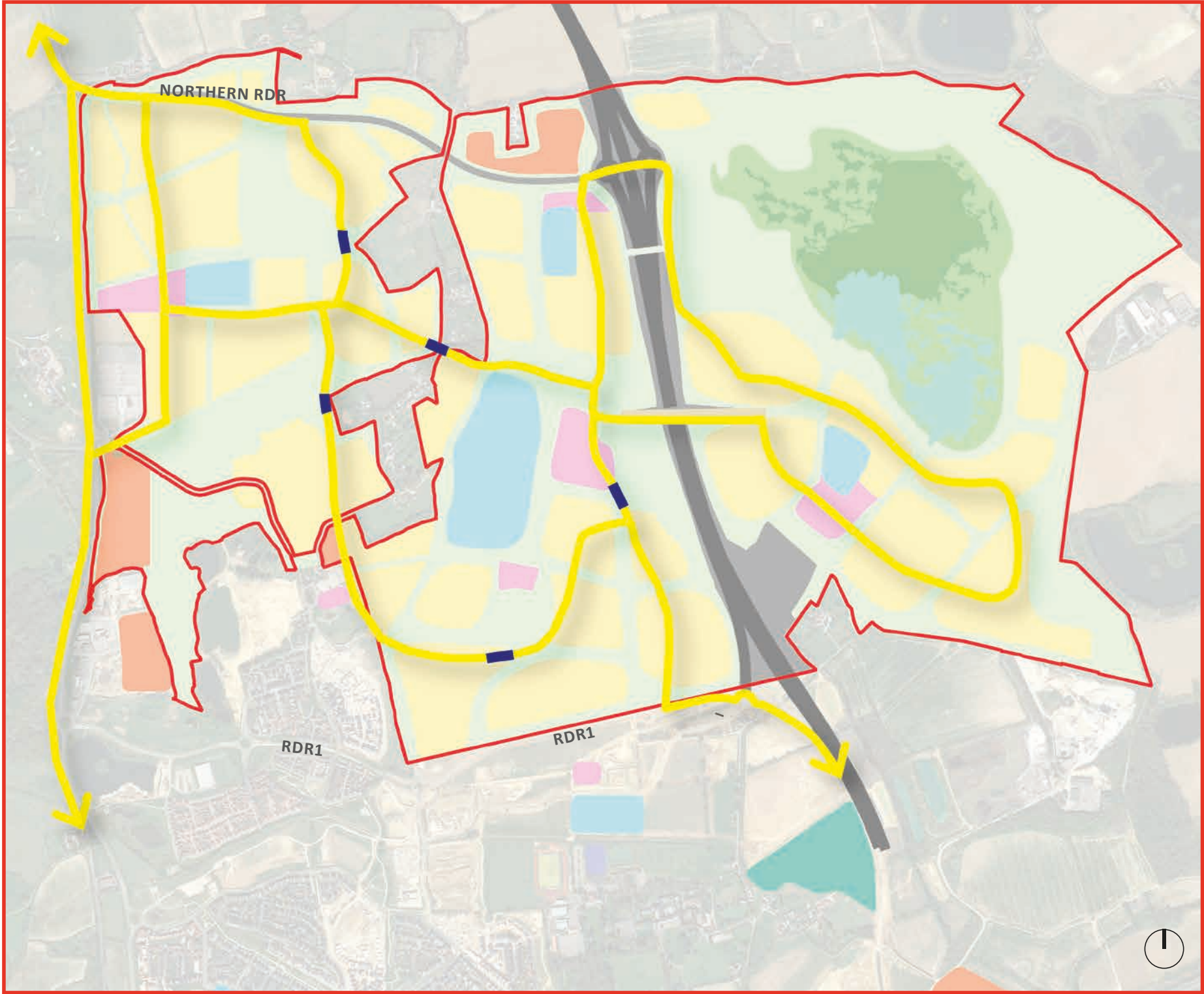


Diagram:

**Proposed Bus Routes**

- Key**
- DFD Site Boundary
  - Bus Routes
  - Bus Gates
  - Proposed educational area
  - Proposed centres and local facilities
  - Sports and recreational facilities
  - Employment area



# GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

## WIDER BUS PROVISION

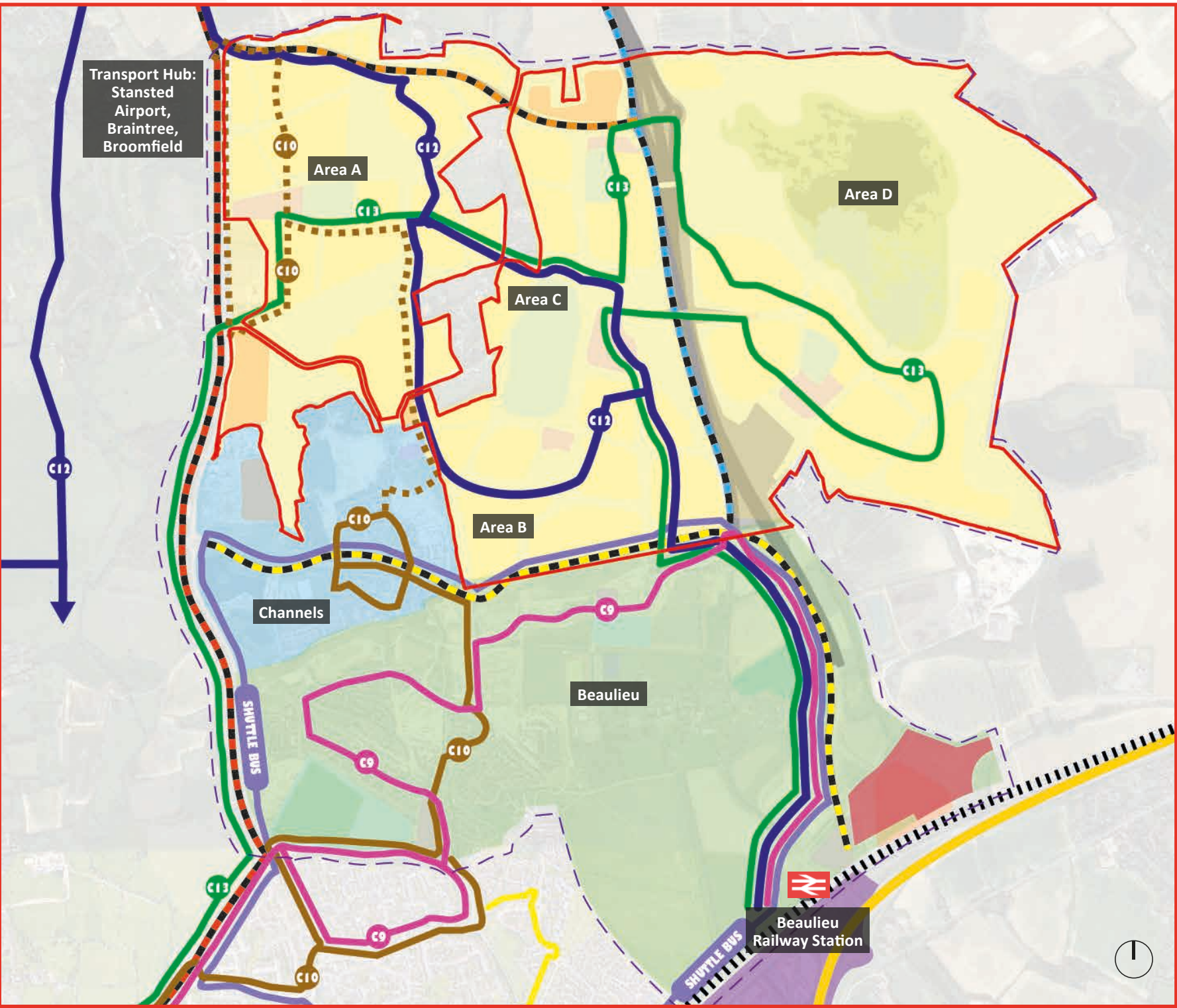


Diagram:  
**Bus Routes Through Channels, Beaulieu and Beyond**

- |                             |  |
|-----------------------------|--|
| <b>Key</b>                  |  |
| — CGC Site Boundary         |  |
| — RDR1                      |  |
| — Northern RDR              |  |
| — North East Bypass         |  |
| — Essex Regiment Way        |  |
| --- Fare Zone               |  |
| Chelmsford Garden Community |  |
| Channels Village            |  |
| Beaulieu Village            |  |
| Beaulieu Exchange           |  |
- |                              |  |
|------------------------------|--|
| <b>Existing Bus Service</b>  |  |
| ●●● Route C8                 |  |
| ●●● Route C9                 |  |
| ●●● Route C10                |  |
| ●●● Shuttle Service          |  |
| <b>Proposed Bus Services</b> |  |
| ●●● Route C12                |  |
| ●●● Route C13                |  |
| ●●● Route C14                |  |
| ●●● Route C10 Extension      |  |





## GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

# VEHICULAR ACCESS, MOBILITY HUBS & PARKING



## “ OBJECTIVE



The Parking Strategy has been designed to be consistent with the Modal Share Target and Active Mode Target and the benefits that will ensue in terms of **the creation of a culture within the community, to live in a sustainable and healthy manner which minimises CO<sub>2</sub> emissions.** Parking standards will limit on-plot parking whilst allowing additional off-plot parking that can adapt in the future as car ownership reduces and be complemented by a network of Mobility Hubs. The Access Strategy will ensure that **non-car modes form the major part of access into and around the Garden Community.**



## GUIDING PRINCIPLES

- 1 Implement measures to limit private car use whilst promoting active travel, mobility hubs and the use of public transport.
- 2 Deliver a network of primary and secondary Mobility Hubs within 400m from every home with varying functions, facilities and scale to encourage journeys by sustainable means because it is the most efficient way to travel.
- 3 Provide access to a Car Club, with the target that one space is available within 400m of every home to encourage a transition to households living without ownership of a private car.
- 4 Deliver sustainable infrastructure, including provision of electric vehicle charging points for both private and public spaces, together with planning for and building in resilience to changes in technology.
- 5 Create a culture of living without a private car from the outset by informing each and every new resident of the CGC ethos and measures proposed to discourage car ownership through distribution of comprehensive travel information prior to sale and occupation.
- 6 Implement marketing plans and undertake comprehensive monitoring of the parking strategy to ensure it is making the necessary contributions to the Modal Share Targets.
- 7 Underpin the parking strategy, with monitoring and enforcement measures consistent to the requirements of spaces which are adopted or that are privately managed areas.

# GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

## VEHICULAR ACCESS & MOBILITY HUBS

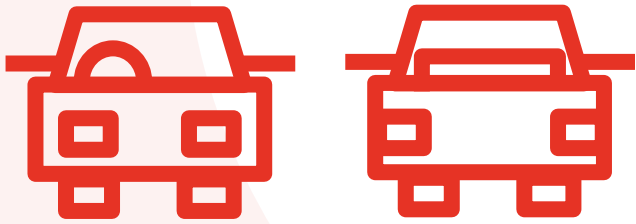
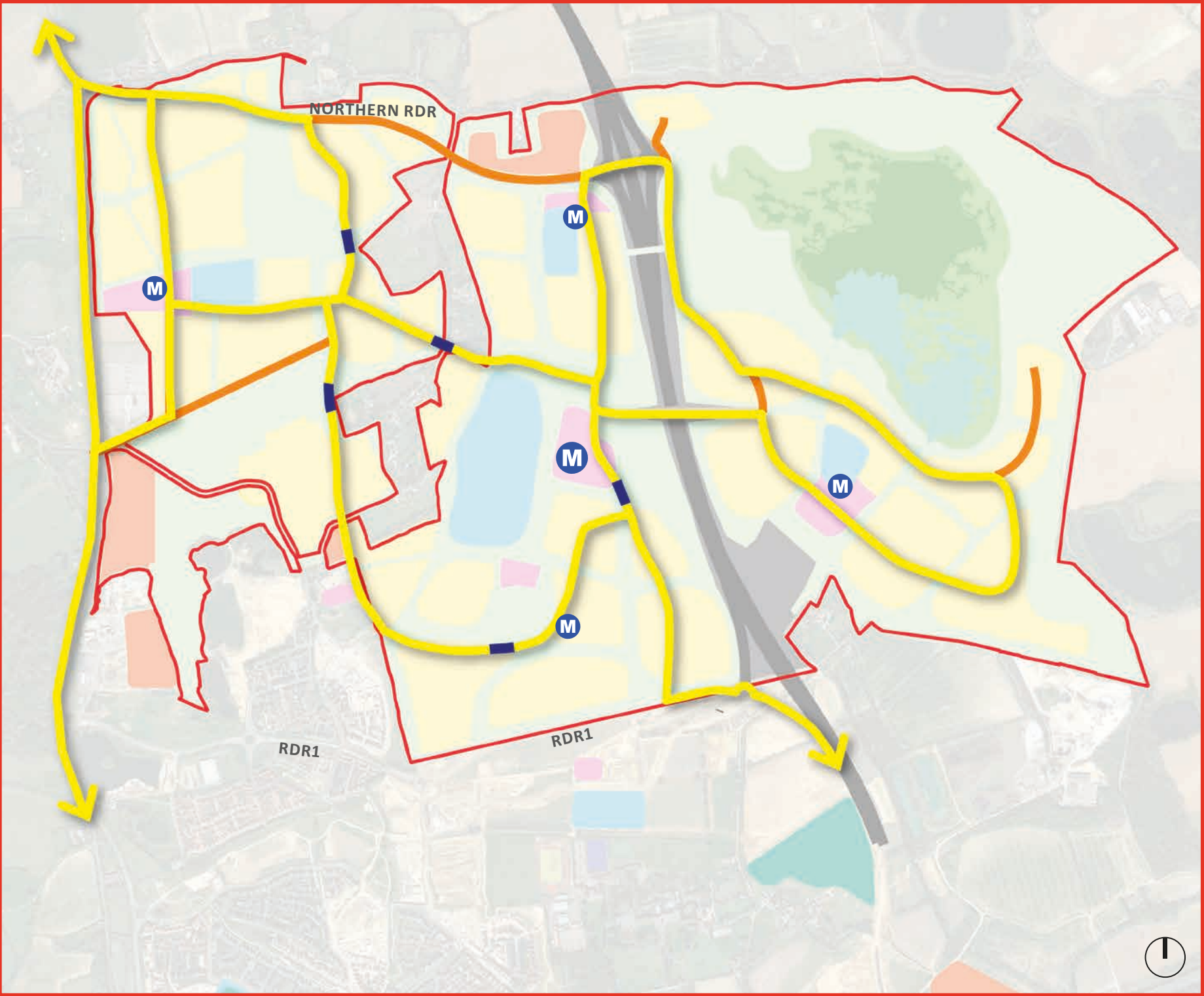


Diagram:  
**Primary Street Network - completed masterplan**

- Key**
- CGC Site Boundary
  - Primary Road without Bus Routes
  - Primary Road with Bus Routes
  - Bus Gates
  - Primary Mobility Hubs
  - Secondary Mobility Hubs
  - Proposed educational area
  - Proposed centres and local facilities
  - Sports and recreational facilities
  - Employment area



# GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

## MOBILITY HUBS

The Garden Community must be responsive and adaptable whilst leading the way in steadily transitioning to a model where car ownership substantially reduces and travel by non-car modes becomes preferable due to its better efficiency and convenience.

Development in the early stages must be cognisant of the fact that the preference for ownership of one or more private vehicles is not going to change overnight.

### PRE-OCCUPATION INFORMATION

OPA’s will include a requirement in Pre-Sales information and reinforced in the moving in Travel Packs to set out to new residents of all tenures to ensure that there is an appreciation from occupiers at the outset that they are committing themselves to a lifestyle in low traffic neighbourhoods with reduced parking provision and an expectancy that trips will be made by non-car modes.

IDP Reference: C5

### THE EARLY IMPLEMENTATION OF THE NON-CAR AND ALTERNATIVE METHODS

OPA’s will be expected to provide for non-car modes of travel as early as possible in the development. The provision and set up of Car Clubs should be delivered as early as possible and preferably a pre-occupation requirement with growth in the number of cars in service expanding throughout the lifetime of CGC.

IDP Reference: C7

### THE PROVISION OF MOBILITY HUBS

Each OPA will set out the location of primary and secondary mobility hubs which will be located throughout the development within 800m of every home. Each Mobility Hub will allow for interchange between active modes and bus services, through measures such as provision of cycle storage and will include various facilities consistent with living a life without the use of a private car. Detailed specification for the Mobility Hubs is contained in the Evidence Base **Appendix A4**.

IDP References: C8 and C9

In addition to Mobility Hubs, further spread out across the development will be a range of sustainable transport promoting measures. This would include, but not be limited to, bus stops and car club spaces.

Final specifications and locations of Mobility Hubs and additional transport infrastructure will be secured via OPAs and RMAs.

Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
The Parking Strategy	✓		✓	✓
The Access Strategy	✓		✓	✓
Provision of Mobility Hubs	✓	✓	✓	
Provision of EV Charging	✓	✓	✓	
Travel Plan and Parking Monitoring	✓			✓
Travel Packs and Parking Ethos	✓			✓
Car Club Spaces		✓	✓	
Planning Policy	S9, SGS6, DM24, DM27			
Evidence Base	Movement Strategy Summary Report – Appendix A4 – Parking Proposal Final Rev E Movement Strategy Summary Report – Appendix A6 – Access Strategy Rev C			

### THE PROVISION OF EV CHARGING AND ACCOMMODATION OF FUTURE CHANGES

OPA’s will be expected to make provision for EV charging commensurate with delivery of one space per dwelling for all on-plot parking in the early phases of development and in communal parking clusters confirm details of the approach to standard EV and Rapid Charging.

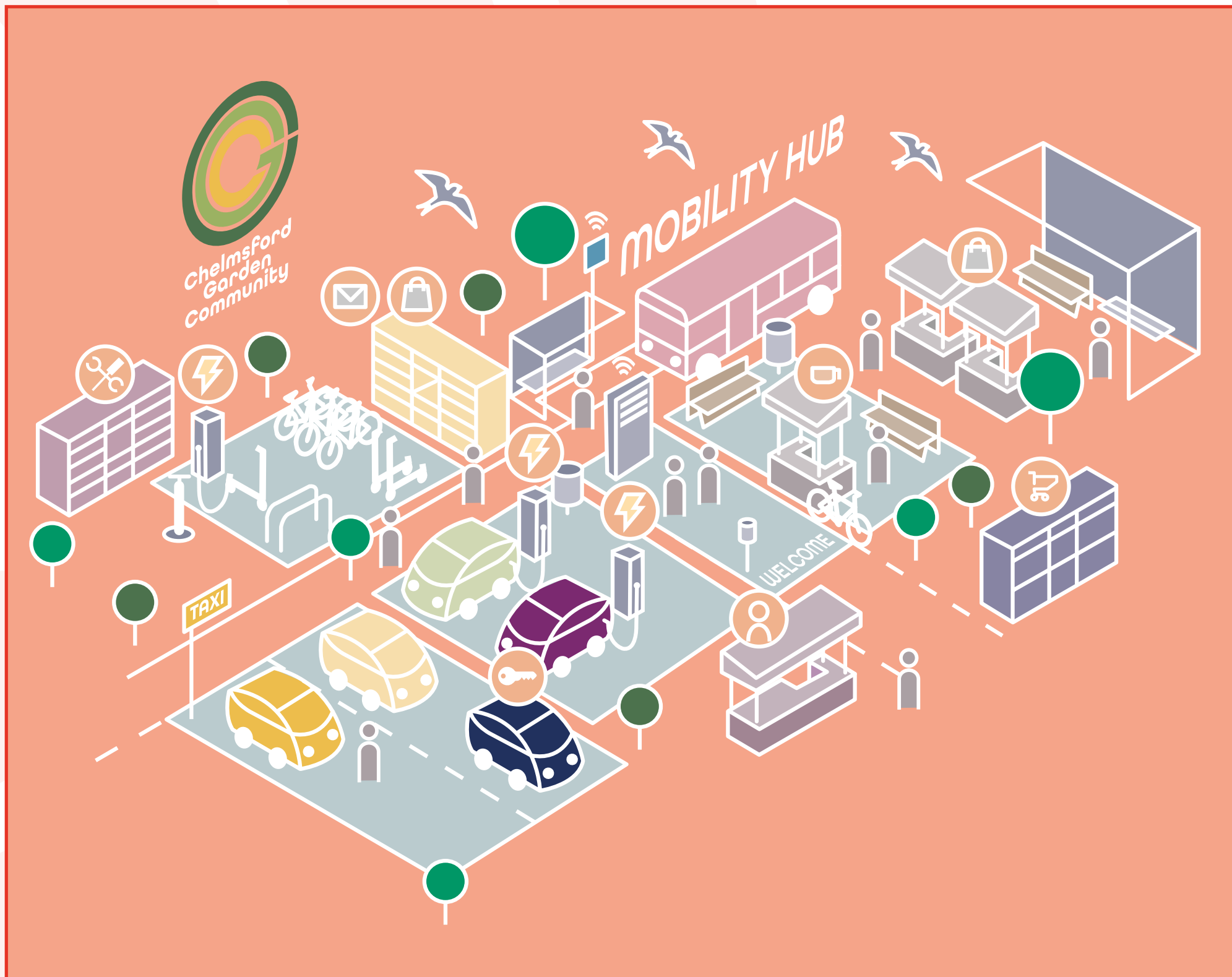
### ONGOING MONITORING

Controls to restrict on-street parking outside of designated areas will form a requirement of the detailed street design and will be enforced through appropriate Traffic Regulation Orders. Ongoing monitoring of car parking need will take place through the Travel Plan Monitoring such as occupancy surveys and traffic counts together with attitudinal surveys.

IDP References: C6 and C10

## GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

# MOBILITY HUBS



The difference between Primary and Secondary Mobility Hubs is generally about the quantity of the facilities provided. The Primary Mobility Hub will have more cycle stands, more bikes available to hire, more car club spaces etc. The Primary Mobility Hub might also incorporate food and beverage facilities.

In addition to the mobility hubs, the network of bus stops around CGC will also be grouped with cycle parking, car club spaces and other mobility services and equipment.

Diagram:

### Typical Mobility Hub

#### A TYPICAL MOBILITY HUB CONTAINS:

- |   |  |
|---|--|
| 1. E-Scooter hiring / parking / charging      | 8. Taxi parking                        |
| 2. Cycle parking stands / lockers             | 9. EV car charging                     |
| 3. Cycle repair shop                          | 10. Secure community concierge lockers |
| 4. Bus stop                                   | 11. Shelter                            |
| 5. Car club parking                           | 12. Signage / branding                 |
| 6. Interactive journey planning / way finding | 13. Wifi / phone charging              |
| 7. Vehicle hire collection / return           | 14. Security                           |



# GUIDING FRAMEWORK PRINCIPLES : MOVEMENT STRATEGY

## PARKING STRATEGY

### PARKING STANDARDS BASELINE

The Parking standards within this chapter are proposed in the context of a development where Non-Car and Active Travel connections will be of a high quality from the outset. In order to further enhance a modal shift to non-car means, a phased reduction in parking provision is proposed as demand for private parking reduces and the network of mobility enhancing features expands (i.e. mobility hubs, car club spaces, and Beaulieu Station).

The Parking standards below are intended as a baseline for consideration against which future planning applications will be assessed, cognisant of the desire that both housebuilders and future residents will become increasingly confident over the lifetime of the development with low or zero parking.

The approach to delivery and the legal mechanisms to secure this transitional phasing will be secured in Site Specific S106 agreements. The parking standards will be tested throughout the OPA stages based on deliverability, viability, and adopted Planning Policy, with the final parking standards being approved via the OPA determination. The PFA and the Site Wide Design Considerations that will be set out in each zone’s Detailed Design Codes will ensure parking standards are consistent across the Garden Community. Amendments to the parking baseline will only be considered when justified circumstances are demonstrated with evidence or there are sound urban design reasons or both.

To ensure the appropriate parking provisions are provided, each RMA will include a Parking Strategy that would review the baseline parking standards against the following criteria:

- 1. Annual monitoring review of the Garden Community car parking and car usage.
- 2. Review of EV Charging technology/standards and how this would operate against with off-plot parking.
- 3. The detail of the parking strategy will be addressed within each zone’s Detailed Design Codes stages.
- 4. Review of the detailed layout and how the parking standards could be applied responding to the individual characteristics/constraints/character/density/mix of each phase.

Baseline Parking 0-5 years

Dwelling Type	Vehicle Parking	Cylce Parking
1 bedroom	Maximum of 1 space off plot in a parking cluster.	1 space per person*
2 bedroom flat	Maximum of 1 space off plot in a parking cluster.	1 space per person*
3 bedrooms	Maximum of 1 space on plot, the remainder off plot in a parking cluster with a cap of 2 parking spaces.	1 space per person*
4 + bedrooms	Maximum of 1 space on plot and up to 2 spaces off plot in a parking cluster or no provision on plot and up to a maximum of 3 parking spaces off plot in a parking cluster	1 space per person*
Visitor	Maximum 0.25 per dwelling in parking cluster or on street	Within Mobility Hubs and Sheffield Stands (0.1 per dwelling)

Baseline Parking 6-10 years

Dwelling Type	Vehicle Parking	Cylce Parking
1 bedroom	Maximum of 1 space off plot in a parking cluster	1 space per person*
2 bedroom flat	Maximum of 1 space off plot in a parking cluster	1 space per person*
3 bedrooms	Maximum of 2 spaces off plot in a parking cluster	1 space per person*
4 + bedrooms	Maximum of 1 space on plot and up to 1 space off plot in a parking cluster or 2 parking spaces off plot in a parking cluster	1 space per person*
Visitor	Maximum 0.25 per dwelling in parking cluster or on street	Within Mobility Hubs and Sheffield Stands (0.1 per dwelling)

\* Precise details of cycle parking location and specifications to be addressed in each zone’s Detailed Design Code. The principal objective will be to ensure cycle provision is made more convenient by high quality design, than travel by car

Other Parking Aspects

Other	Baseline
Car Club	Maximum Walk Distance 400metres
Local Cycle Store	Maximum Walk Distance 200metres
EV on Plot	1 per dwelling (where practical)
EV Parking Clusters	Initial 30% (passive provision for 70%)
EV Rapid Charge	5% in Parking Clusters
Mobility Parking	In accordance with current Council standards

Baseline Parking 10 years plus and within 400m of Mobility Hub

Dwelling Type	Vehicle Parking	Cylce Parking
1 bedroom	Car Free	1 space per person*
2 bedroom flat	Car Free	1 space per person*
3 bedrooms	Maximum of 1 space off plot in a parking cluster	1 space per person*
4 + bedrooms	Maximum of 2 spaces off plot in a parking cluster	1 space per person*
Visitor	Maximum 0.25 per dwelling in parking cluster or on street	Within Mobility Hubs and Sheffield Stands (0.1 per dwelling)

Baseline Parking 10 years plus and beyond 400m of a Mobility Hub

1 bedroom	Maximum of 0.5 spaces off plot in a parking cluster	1 space per person
2 bedroom flat	Maximum of 0.5 spaces off plot in a parking cluster	1 space per person
2 bedroom house	Maximum of 0.5 spaces on plot in a parking cluster	1 space per person
3 + bedrooms	Maximum of 1 space off plot in a parking cluster	1 space per person
4 + bedrooms	Maximum of 2 spaces off plot in a parking cluster	1 space per person
Visitor	Maximum of 2 spaces off plot in a parking cluster	Within Mobility Hubs and Sheffield Stands (0.1 per dwelling)









## GUIDING FRAMEWORK PRINCIPLES : **GREEN AND BLUE INFRASTRUCTURE**

### LANDSCAPE STRATEGY

#### “ OBJECTIVE ”

Deliver a comprehensive Green and Blue Infrastructure (GBI) network that will **connect landscapes, nature, Green Infrastructure assets, heritage features and communities** through the delivery of exemplar multifunctional green spaces and corridors, **creating a place where people live in harmony with nature.** ”



### GUIDING PRINCIPLES

- 1** Prioritise nature recovery and connect people with nature through delivery of a comprehensive, and well designed, multifunctional green and blue network for the safe movement of wildlife and people.
- 2** Create a linked network of unique, inclusive and diverse parkland destinations, each responding to the local landscape context and integrating existing heritage and landscape features.
- 3** Provide a network of discovery trails that celebrate and connect important heritage assets, providing the opportunity for interpretation and wayfinding within the GBI network.
- 4** Respond sensitively to existing heritage assets including their setting, along with exploring opportunities to enhance these settings as part of the landscape design process.
- 5** Prioritise active travel by delivering attractive, inviting and safe multifunctional Greenways that are available on people's doorsteps and serve as landscaped leisure routes, connecting key destinations and nature corridors that promote and enhance local biodiversity and optimise the benefits for wellbeing.



# GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE LANDSCAPE STRATEGY

Green Infrastructure (GI) is the term used to describe the network of natural and semi-natural spaces and corridors in a given area. These include open spaces such as parks and gardens, allotments, orchards, woodlands, fields, hedges, lakes, playing fields, footpaths, cycle routes, water courses and private gardens as per Town and Country Planning Association guidance.\*

## GREENWAYS

Greenways are multifunctional green corridors that connect key destinations within Chelmsford Garden Community and beyond, whilst providing green amenity for the residential development. The Greenways are an important part of the pedestrian and cycle movement strategy as well as the biodiversity and habitat proposals.

Approximately 20 kilometres of new multifunctional Greenways are proposed that will protect, restore, enhance and create nature-rich habitats through a connected habitat mosaic that embraces CGC's landscape, ecological and historical assets and connects existing fragmented and isolated habitats, encouraging species movement and population growth. The greenways form part of the proposed natural greenspace as illustrated on the Green Infrastructure Framework Parameter Plan in **Section 7**.

They will link into the wider GI network by providing connections south into the existing open spaces at Channels and Beaulieu, north and east into the wider Public Right of Way Network and where possible west across Essex Regiment Way to the Chelmer Valley. The Greenways will accommodate the principal active travel routes connecting all the proposed villages and the key destinations throughout the Garden Community.

\* Garden City Standards for the 21st Century: Practical Guides for Creating Successful New Communities - Guide 7 Planning for Green and Prosperous Places. TCPA (2017, revised 2018)

Widths, function and character of Greenways will vary depending on location, and where possible will accommodate the following uses: a shared cycle and pedestrian surfaced route (including horse riders where appropriate); integrated nature focused SuDS; native hedgerows, tree and shrub planting; incidental 'play on the way' features / trails; informal sport (outdoor gym/fitness trails); and areas for seating to stop and rest.

Each OPA will be required to set out within their Green Infrastructure Strategy, masterplans, parameter and phasing plans where Greenways will be delivered including their widths. Each RM phase will set out the detailed layouts of these areas and the approach to maintenance through submission of detailed Landscape General Arrangement Plans, Landscape Management and Monitoring Reports and detailed planting plans.

**IDP Reference:** F11

## DESTINATION PARKS

Three substantial new Destination Parks will be provided in locations evenly distributed across the development as illustrated on the Green Infrastructure Framework Parameter Plan in **Section 7**;

- **Channels Discovery Park** – To be delivered by OPA's 1 & 3
- **Park Farm Meadows** – To be delivered by OPA 2
- **Dukes Wood Nature Park** – to be delivered by OPA 2

The parks will include a mosaic of habitats, managed to conserve nature and provide opportunities for people to experience, interact with and appreciate nature and heritage alongside a wide range of recreational and educational opportunities. The parks will provide space to relax, exercise and socialise, with the opportunity to experience nature through a range of habitat typologies and biodiversity enhancements.

These parks will serve both the existing and new parts of the Garden Community to provide a variety of unique, publicly accessible, high quality, green and natural open spaces with a target that they be within 800m walking distance of all homes.

At a local scale, the destination parks will be supplemented by a series of Village Greens serving the different neighbourhoods, located close to the village hubs. Further details on key Character Areas can be reviewed within Section 8 of this document.

Each OPA will be required to set out within their masterplans, parameter and phasing plans where the destination parks are proposed. Each RM phase will then set out the detailed layouts of these areas and the approach to maintenance through submission of detailed Landscape General Arrangement Plans (which may include a design brief), Landscape Management and Monitoring Reports and detailed planting plans.

**IDP Reference:** F8, F9a, F9b, F10a, F10b

Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Green Infrastructure Strategy	✓			
Green Infrastructure Parameter Plan	✓		✓	
Landscape Management & Maintenance Report		✓	✓	
Landscape General Arrangement Plan		✓	✓	
Detail Planting Plan		✓	✓	
Planning Policy	S9, S11, SGS6, DM14, DM16, DM17, DM18, DM23, DM24			
Evidence Base	Landscape & Visual Technical Note, Cultural Heritage Desk Based Assessment, Chelmsford Garden Community Nature Recovery Network			





## GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE **HERITAGE**

### “ OBJECTIVE



**Celebrate the rich heritage of the site** and its surroundings by seeking to **recreate and reconnect its historical significance**, whilst delivering high quality development that is sensitive to and **enhances the historic environment**, which in turn will contribute towards and create a sense of **shared community and a place derived from the area's history.** ”



### GUIDING PRINCIPLES

- 1** Wherever possible, understand the rich and diverse historic environment of the site and its surrounds through detailed assessments of the heritage assets, both built and buried and seek to embed, preserve and enhance the historic environment into all aspects of masterplanning and design.
- 2** Through positive masterplanning seek to respect and protect the setting of heritage assets to ensure their significance is preserved and wherever possible enhanced. Where harm is unavoidable it will be minimised and mitigated.
- 3** Retain or reinterpret the historic layout of hedgerows, lanes and historic landscape features where possible in order to respect the historical context and evolution of the site.
- 4** Create a sense of place that is shaped by local heritage so that there is a tangible and noteworthy connection between the past and the future through a network of proposed Discovery Trails that also act as a recreational and educational resource by connecting existing and former heritage assets at destinations around and along the proposed Discovery Trails.



## GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE HERITAGE



The Site's historic landscape is characterised by its rural and agricultural nature which is largely formed of dispersed post-medieval farmsteads, enclosed agricultural land, the remnants of the former New Hall Estate, and the 20th century Boreham Airfield.

Surviving features, such as historic farmsteads, lanes and trackways, hedgerows and military structures have a high sensitivity to change but also provide opportunities for enhancement through incorporation into the masterplan. In addition, the area is known to be rich in buried archaeological remains dating from the prehistoric to the modern period that offer both challenges and opportunities to further increase our understanding of past societies while emphasising the area's shared past through community engagement.

The cultural heritage baseline is set out in a Desk-based Assessment within the DFD Evidence Base. Future OPAs will build on this and undertake detailed Settings Assessments of Heritage Assets to inform how the Garden Community can integrate, enhance, and promote the historic environment and create a sense of shared community and place derived from the area's rich history.

### SITE CONSTRAINTS

In some instances, opportunities for preservation and/or enhancement of heritage assets within the Garden Community may be restricted by the constraints imposed by consented and forthcoming developments such as the Northern RDR, CNEB, and

mineral extraction at Bull's Lodge Quarry and Boreham Airfield. Where this is the case, through good masterplanning, informed by settings assessments, the OPAs will seek to minimise harm to heritage assets where it is unavoidable.

### HISTORIC PLACE-MAKING

The masterplan for each OPA will build on the guiding framework principles to ensure the area's heritage is embedded within the Garden Community to establish authentic neighbourhoods that acknowledge and commemorate the historic environment. Efforts will be made to retain the link to the New Hall Estate, Boreham Airfield and the wider post-medieval agricultural landscape and scattered farmsteads where practical and feasible. The heritage assets of the former Boreham Airfield - the T2 Hangar and the Romney hut are, if practical and feasible, to be retained and repurposed.

### BUILT HERITAGE

Development on the site should take account of the desirability to sustain and enhance the significance of its heritage assets and their settings to provide an attractive and distinctive Garden Community.

At the OPA stage Detailed Settings Assessments will be undertaken of key heritage assets, both designated and non-designated, within and surrounding the site where development may have the potential to cause harm.

The intention will be to either preserve or enhance the setting of the above heritage assets wherever possible. Where this is not possible,



Outline Planning Applications and Reserved Matters Applications will be expected, if practical and feasible, to propose appropriate ways of minimising harm through mitigation measures. Where residential and non-residential development parcels are proposed in proximity to, or within the setting of heritage assets, the highest design quality will be expected. The requirements and parameters to achieve this will be set out within the relevant Detailed Design codes with which Reserved Matters Applications will have to comply.

### The key heritage assets include:

- Grade II listed farmsteads, including Peverel's Farmhouse, Channels Farmhouse, Belstead; Farmhouse, Shuttleworth, Hobbits, Shoulderstick Haul, Powers Farmhouse, Pratts Farmhouse and Mount Maskalls;
- Non-designated farm buildings such as Wheeler's Farm and Park Farm; and
- Non-designated extant structures of the former Boreham Airfield, including a Romney Hut, and war memorial.
- Historic alignments of the Ride and Park Pales relating to the former Palace of Beaulieu.
- New Hall and its Grade II Registered Park & Garden, Little Waltham Conservation Area and the T2 Hangar.

The list is not exhaustive and the full range of heritage assets to be assessed and factored into masterplanning and design will be agreed as part of EIA scoping for future OPAs.



# GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE HERITAGE



### DISCOVERY TRAILS

A series of Discovery Trails are proposed across the Garden Community within the Greenways and Destination Parks, where applicable, as part of a waymarked trail that passes through, or close to sites of historic and environmental interest, with either interpretation boards, public art and/or landscape features along the way that tell a story and celebrate, reference and interpret the area’s rich history in each location. The indicative location of the Discovery Trail is illustrated on the GI FPP.

The Discovery Trails will also connect key heritage assets within the Community to the wider Chelmsford area.

One of the Discovery Trails will reinstate and interpret the postulated line of the earlier Park Pales and Ride from New Hall by using landscape features such earthworks, tree planting and where appropriate public art.

Each OPA will be required to set out within their Green Infrastructure Strategy, masterplans, parameter and phasing plans where the Discovery Trail will be located within the Greenways and Destination Parks. Each RM phase will set out the detailed approach to the Discovery Trail through submission of detailed Landscape General Arrangement Plans.

**IDP Reference:** D11

### ARCHAEOLOGY

Intrusive and non-intrusive surveys will be undertaken as part of EIAs for each OPA to ensure a robust understanding of the baseline of the site and to inform masterplanning.

Where significant archaeological remains are encountered, preservation *in situ* will be considered or design will ensure avoidance of harm. Where this is not possible a coordinated framework across the Garden Community will be established to ensure a comprehensive record is produced on a phase-by-phase basis through a programme of archaeological investigations.

A consistent and comprehensive mitigation strategy will be agreed with the relevant stakeholders and set out in an Overarching Written Scheme of Investigation (OWSI) for the OPA submissions and in a site-specific Written Scheme of Investigation (WSI) for each RMA.

### HISTORIC LANDSCAPE

Features of the historic landscape will be retained and enhanced where it is feasible to do so. These, include, but are not limited to, features of the New Hall Estate, Boreham Airfield and the rural and agricultural use of the area.

Historic hedgerows will be preserved and reinstated where possible, as set out in the DBA. Features of interest which will be considered for preservation or reinstatement where possible following mineral extraction on Park Farm and Boreham Airfield quarries include:

- Hedgerows and field boundaries associated with New Hall’s former deer parks;

- Hedgerows and field boundaries of the post-medieval rural and agricultural landscape;
- Historic lanes and trackways connecting the New Hall estate and its lodges (Duke’s Lodge Lane) as well as those linking post-medieval farmsteads (Park Farm Lane, Dukes Lodge Lane); and
- Features associated with the former Boreham Airfield.

OPA Stage 2 Masterplans will build upon the information made available and where possible look to preserve and reinstate historic features. If further information is identified prior to RMAs this can be incorporated as part of the specific phase’s detailed design.

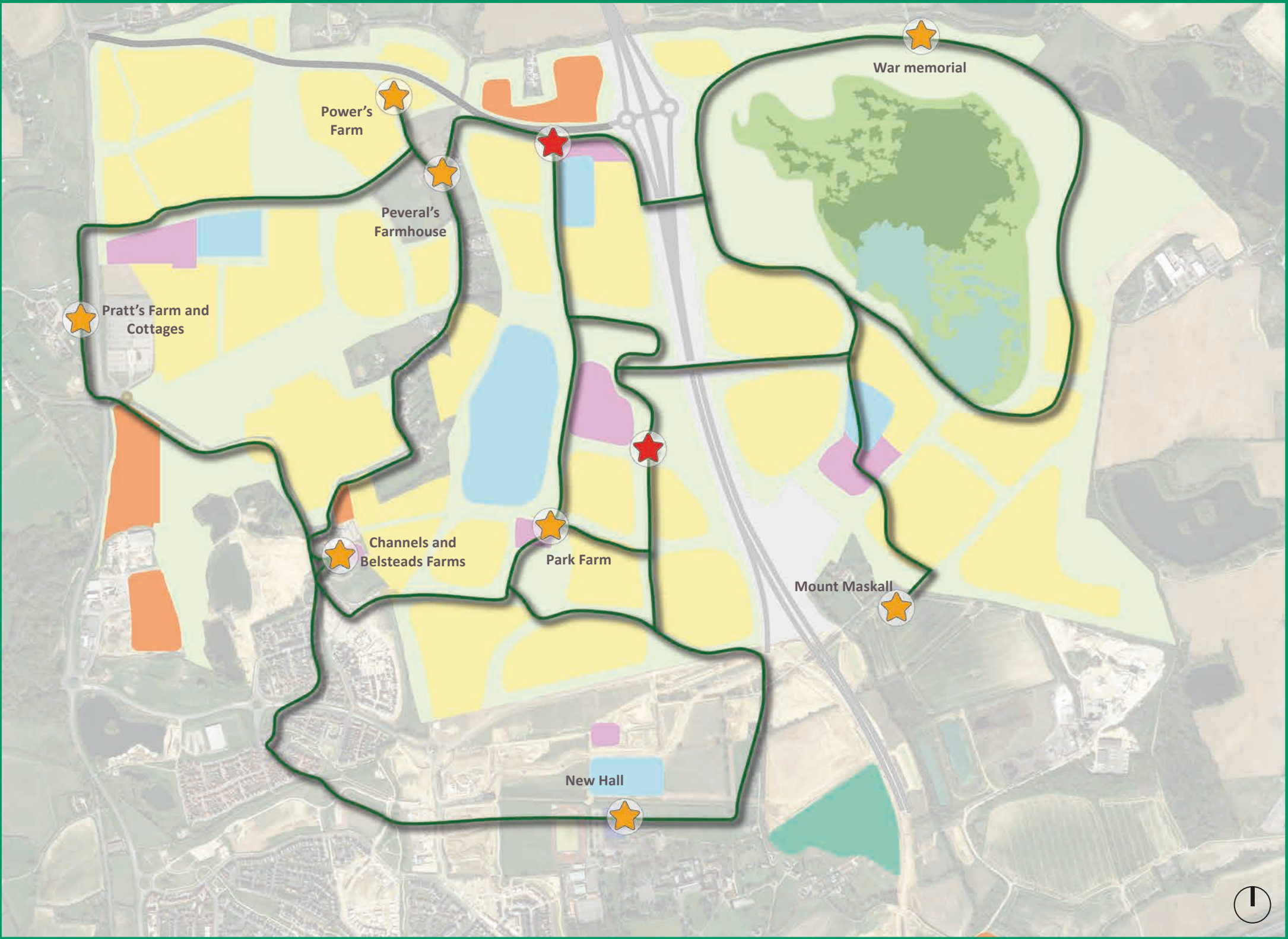
Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Desk-based Assessment and Detailed Settings Assessment	✓	✓		
Intrusive and Non-intrusive Archaeological Surveys	✓	✓	✓	
Overarching Written Scheme of Investigation (OWSI)	✓		✓	
Site-specific Written Scheme of Investigation (WSI)		✓	✓	
Planning Policy	S3, SGS6, DM13, DM14, DM15			
Evidence Base	Cultural Heritage Desk-based Assessment			





# GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE

## DISCOVERY TRAILS



Discovery Trails - a network of discovery trails criss-cross the landscaped greenways. The trails will feature information boards and public art dedicated to remembering the areas past. For further information refer to the Green Infrastructure plan on pages 124-125 and the character areas section.

- Key**
- Heritage Route
  - Existing Landmark and/or Heritage Asset
  - New Landmark

**Note:** Plan demonstrates an indicative route and the final route and signage to be confirmed via OPA's and Site Wide Design Principles Document.









## GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE **BIODIVERSITY NET GAIN**

### “ OBJECTIVE

**Deliver ambitious Biodiversity Net Gain (BNG) targets by creating strategic nature recovery that reconnects nature within, to and from the Garden Community.** This will include structural woodland planting and diversification of habitat types to **create a vastly richer mosaic of biodiversity friendly areas than currently exist.** ”



### GUIDING PRINCIPLES

- 1** To seek to achieve an aspirational target of 20% for BNG, attained within the Garden Community itself or off-site, via the application of the BNG good practice principles\*. This is to be applied to the entirety of the Garden Community in its end-state rather than for each and every phase of development.
- 2** To achieve a level of at least 10% BNG for each of the areas covered by the three OPA's that are proposed, whether this be achieved through delivery at the Garden Community or off-site.
- 3** To prioritise delivery of BNG at the Garden Community itself, seeking off-site BNG only if 10% net gain for the areas of each of the OPA's cannot be attained.
- 4** Maximise the opportunities to deliver the BNG targets on-site through the creation of a site-specific nature recovery which will provide landscape scale connectivity for people but most particularly, biodiversity.
- 5** Provide mitigation for protected species that is linked to BNG provision where possible.

\* BNG good practice principles for development, A practical guide. CIRIA (2019).



GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE

# BIODIVERSITY NET GAIN

A TARGET OF **20%** BIODIVERSITY NET GAIN

In the battle against climate change biodiversity enhancement is an integral part of sustainable development and plays an important role in creating functioning landscapes that supply oxygen, clean air and water, pollination of plants, pest control, wastewater treatment and many other ecosystem services. Through the creation of joined-up, complementary habitats the Garden Community will allow biodiversity to thrive alongside urban development and provide a healthy ecosystem that, in turn, contributes toward wider health and well-being objectives.

Wildlife features will be incorporated throughout the GBI network to support ambitious Biodiversity Net Gain targets, and planting will be structurally diverse - maximising species diversity by including a range of native and non-native species, sizes and ages - to ensure resilience against climate change, pests and disease.

NATURE RECOVERY

Comprehensive Nature Recovery is proposed throughout the site in the form of GI, as set out on the Green Infrastructure FPP (DFD Section 7) that will provide landscape scale connectivity for people and wildlife. Mitigation for the effects of potential fragmentation will be directed by species specific surveys which will guide the type, specification and location of mitigation to facilitate ecological connectivity, for example through implementation of wildlife friendly lighting.



Each OPA will include a Biodiversity Gain Statement to set out a framework approach to how it will deliver its respective part of the site wide nature recovery and could include the following:

- A species and habitat priority list focused by their local and national conservation properties and their ability to enthuse the public about nature.
- Species and habitat specific ecological surveys should be undertaken to ensure that appropriate mitigation is provided.
- A hierarchy of priority actions including, but not limited to, (a) improvement of core wildlife sites; (b) increased the size of core sites; (c) increased the numbers of core sites; (d) improved the ‘permeability’ of the surrounding landscape for the movement of wildlife; and (e) creation of corridors of connecting habitat.
- Spatial mapping will be used to demonstrate the location of habitats including core habitat areas and locations for key measures and the outcomes including the location of wildlife permeability measures as well as habitat connectivity.
- If off-site BNG is required, this will be located in close proximity to the site where practical and feasible.

RMA’s will then provide Detailed Biodiversity Gain Plans.

IDP References: F3 and F4

APPROACH TO DEMONSTRATING THE DELIVERY OF BIODIVERSITY NET GAIN

In line with the Government’s consultation on BNG Regulations and Implementation (Jan-April 2022) each OPA will provide a Biodiversity Gain Statement to provide core BNG information on:

- The pre-development biodiversity value;
- The proposed approach to enhancing biodiversity on-site; and
- Any proposed off-site biodiversity enhancements that have been planned or arranged for the development and including details on how these will be secured.

Accompanying each RMA will be a Biodiversity Gain Plan. This will provide detailed information on specific BNG delivery including what BNG will be delivered, where it will be delivered and how it will be delivered. For BNG provision that is to occur on the Garden Community, it will be intrinsically linked to the wider landscape strategy. If it is related to off-site provision the mechanism for securing this will be detailed. The biodiversity gain plan will also include a copy of the completed BNG metric itself. To inform the OPAs made, baseline and post development BNG will be measured using the most up to date DEFRA metric. Future BNG measurements, for example to inform biodiversity gain plans that will accompany RMA’s will, in terms of the metric used, align with relevant guidance in place at that point in time.

IDP Reference: F2

Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Biodiversity Gain Statement	✓		✓	
Detailed Biodiversity Gain Plan		✓	✓	
Planning Policy	S4, SGS6, DM16			
Evidence Base	Nature Recovery Network at Chelmsford Garden Community, ECRAMS			



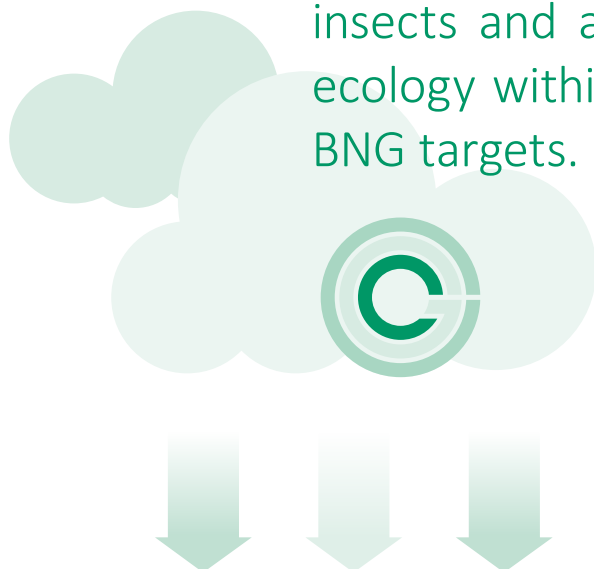


## GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE **SUSTAINABLE SURFACE WATER DRAINAGE**

### “ OBJECTIVE

**Help preserve and enhance the landscape** through implementation of a comprehensive network of **Sustainable Drainage measures across the Garden Community that will build in resilience to climate change** by mitigating flood risk and reducing pollution whilst generating attractive green spaces and water features, creating new habitats for plants, insects and animals, and enhancing areas of ecology within the site to contribute towards BNG targets.

”



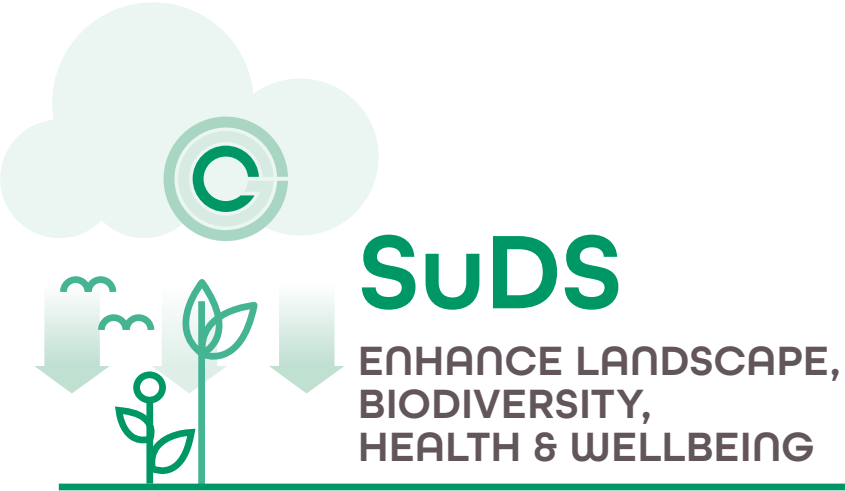
### GUIDING PRINCIPLES

- 1** Utilise green spaces throughout the development that allow for the creation of ecologically diverse drainage features that will also act to openly retain excess surface water and create beautiful green water landscapes.
- 2** Consider the use of sustainable drainage measures through simple mechanisms like water butts, planters, green/ brown roofs at property level (e.g. sedum on garden sheds or bike stores) that help to capture rainwater before entering the ground.
- 3** Build in permeable surfaces associated with some streets, where appropriate, that can capture and filter rainwater before slowly releasing it back to the ground.
- 4** Incorporate planted drainage channels and planters in community gardens and open spaces to absorb rainwater while protecting and enhancing the site's ecological diversity.



GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE

# SUSTAINABLE SURFACE WATER DRAINAGE



The implementation of Sustainable Drainage Systems (SuDS) across the Garden Community will create a fully integrated drainage strategy that celebrates the inclusion of water within the landscape, deepens the types of habitats on offer and future-proofs against changing rainfall patterns, including higher intensity rainfall events and increased drier periods. These elements will be multi-functional providing landscape, biodiversity, and health and wellbeing benefits to local residents through their dual role of being both an amenity space and drainage resource.

**SUSTAINABLE DRAINAGE SYSTEMS (SUDS)**

The surface water system will be designed in accordance with The Sustainable Drainage Systems Design Guide for Essex (2020) alongside the guiding principles for the scheme. This will be achieved through the provision of treatment and storage features including, for example, detention basins, swales, green roofs, permeable paving, etc. to suit the character of the area in which they are positioned.

Attenuation features can be in some cases multifunctional, providing amenity space during periods where rainfall is less than the critical rainfall events. They could incorporate opportunities for people to play, interact and learn about the SuDS feature. Larger features such as swales and retention ponds should work with the landscape and, where appropriate, incorporate both formal and informal crossing points, interpretation, decking and viewing platforms.

Each OPA will submit a Surface Water Drainage Strategy based on the existing greenfield runoff rates. The Strategy will ensure the OPA aligns with the wider CGC. SuDS will be promoted within the Strategy to prevent the wider environment being adversely affected by increased surface water runoff and the increased risk of pollution as a result of the development.

**Core elements of the surface water drainage strategy:**

- Definition of catchment areas to ensure that these are retained in order to not adversely affect the existing water flows in surrounding watercourses.
- Treatment of Surface Water at source to enhance the quality of water discharged from a parcel.
- Management of surface water runoff by minimising the volumes and rate of surface water runoff from the development.
- Provision of visible drainage routes through the development with a clear hierarchy of routes, including overland flood routing.
- Agreement of discharge rates in consultation with the Lead Local Flood Authority to ensure that it complies with the most current and up- to-date legislation, policies and guidance.

At RMA stage, the Detailed Drainage Strategy will confirm how every application aligns with the site wide approach to drainage and its links to other phases of development.

**IDP Reference:** F5



**MAINTENANCE/ADOPTION**

A Framework SuDS Maintenance Plan for all the drainage elements proposed will be submitted at OPA stage. A detailed maintenance plan will be developed and agreed with relevant stakeholders such as the LLFA and the highway authority through the RMA stage. This will include items such as, adoption responsibilities, maintenance activities and their required frequency as well as identifying the individuals responsible for their upkeep and ensuring their operation as designed.

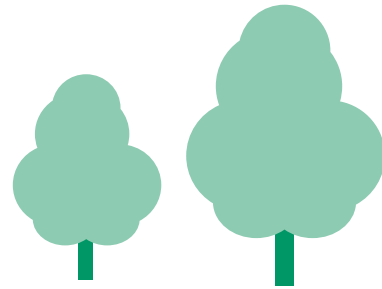
Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Strategic Surface Water Drainage Strategy	✓		✓	
Detailed Drainage Strategy		✓	✓	
Framework SUDS Maintenance Plan	✓		✓	
Detailed SuDS Maintenance Plan		✓	✓	
Planning Policy	S2, S9, DM18			
Evidence Base	CGC Onsite Civil Engineering Infrastructure Statement - 1 March 2022			





## GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE **ARBORICULTURE**

### “ OBJECTIVE



Retaining existing trees to **create a sense of place and provide a landscape led Garden Community** which uses existing and historical hedgerow alignments to define development parcels. Utilising trees where possible to enhance amenity value and mitigate impacts of climate change.

”



### GUIDING PRINCIPLES

- 1 Trees, woodlands, and hedgerows will be retained where practical and any dead, dying, and diseased trees will be replaced.
- 2 Deliver a landscape-led development, where a target delivery of at least three new trees will be planted for every new home. The planting will contribute to rainwater retention, as well as a wider benefit to the climate, soil quality and biodiversity.
- 3 Enrich the existing trees, woodlands and hedgerows through additional planting and appropriate management to further support the ecosystem and environmental services they provide.
- 4 Provide tree-lined streets where feasible and acceptable in planning terms and where issues relating to adoption can be suitably managed and/or overcome.
- 5 Any timber from trees which need to be felled for safety reasons will be used on site in an imaginative way for ecology, play or art to enhance people's connection to the natural environment.
- 6 Provide opportunities for the community to carry out woodland and hedgerow conservation tasks under guidance to help with landscape improvements, placemaking and community building.
- 7 Reinststate areas of historic woodland in Dukes Wood Nature Park.

GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE

# ARBORICULTURE



Trees are amongst the most permanent and significant features within our towns and countryside. The existing trees and hedgerows provide the core of the green infrastructure for the master plan and frame the landscape, providing natural delineation of land use.

Planting trees will enhance the appearance of a development whilst providing rich habitats for a range of wildlife. Trees will also provide cooling and shading during summer months, shelter from wind and rain during the winter months, enhance environmental quality through absorbing noise and pollution, provide oxygen and privacy, and can help to improve soil quality and stabilise land.

At the forefront of the developments design is the need to respect the existing landscape characteristics and protect all trees where possible. Through this retention the original historic field layout can be reflected in the new development. Where retention is not possible, trees will be replaced.

Where trees are required to be felled, these will be used within the development to promote the use of the outdoors, this could take the form of habitat creation (i.e., bug hotels and log piles), carved wood

art and furniture, or as part of natural play spaces for children. This should be spread out across the development to promote the reuse of materials and the connection of people to the natural environment.

Further to the retention of trees, the development will be enriched through the target to deliver a minimum of 16,500 trees, which is the equivalent to three new trees per household. These trees will be located across the development within the three new destination parks, the linked greenways, village greens and, subject to the approach in the GFP's, a network of tree lined streets. Additional to this will be lines of hedgerows which will support the movement of ecology across the development and connect to the wider area. The development of these spaces will provide attractive visual spaces through a range of species that add visual variance through shape, colour and seasonal blooming.

The creation of woodland and landscaped areas will also be used to promote community activities. This could take the form of framing open spaces, or by providing green spaces that community groups can manage and enhance with localised features.

The landscape led approach will also be used to provide a range of knock-on benefits such as protecting amenity by screening road noise, reducing surface water run-off through large canopies intercepting rain, protecting soil structure and quality, and improving air quality through

the capture of Carbon Dioxide and release of Oxygen. OPA's will identify areas where key areas of woodland and tree planting will be located. The detailed layout and species mix will then be secured by RMA's. The final location will need to consider positioning to allow space for the mature tree without causing obstruction or interfering with property, infrastructure, street lighting or junction sightlines.



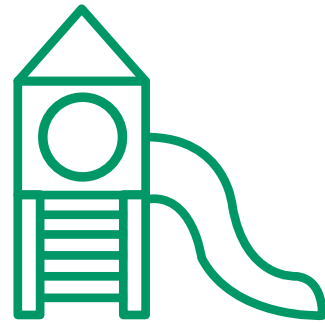
Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Woodland and Tree Planting Strategy	✓		✓	
Detailed Planting Plan		✓	✓	
Planning Policy	S4, SGS6, DM17			
Evidence Base	Arboricultural Report for North East Chelmsford Garden Village – 16 August 2018 Ref: SHA 743 Rev A			





## GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE **OPEN SPACE, PLAY AND SPORT**

### “ OBJECTIVE



Facilitate and **encourage the community** to make use of the variety of open spaces, play and sport facilities within the development. This can be achieved through ensuring locations are accessible by sustainable and active modes of travel, are inclusive to people of all ages and abilities and provide a wide range of **imaginative high-quality options for use.** ”



### GUIDING PRINCIPLES

- 1** Provide public spaces that are suitably sized for the population and promote a range of uses across the development.
- 2** Create a wide range of safe and accessible green spaces to meet the amenity, recreational and functional needs of the community, ensuring people have easy access to high quality and spacious local green spaces close to where they live.
- 3** The design of the open spaces should be multi-functional for users, by incorporating imaginative, versatile elements that can support play, relaxation, active travel and learning, and support the natural environment through trees, hedgerow planting and ecological enhancements such as bat and bird-boxes.
- 4** Encourage learning through play by providing a range of spaces and activities for children of all ages.
- 5** Deliver open spaces that provide opportunities to promote healthy living and include a network of active travel routes that promote walking, cycling and running.



## GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE OPEN SPACE, PLAY AND SPORT



Formal and informal sports facilities and recreational open spaces will be evenly distributed across the development to ensure accessibility for all with provision phased to serve the community as it grows.

Sports and recreational facilities are to be co-located near to community facilities and schools along key active travel routes and are intended to deliver a range of multi-functional sport experiences that accommodate all abilities whilst promoting social interaction and active communities. Open spaces will provide, not only for sports, but allow for a range of other benefits such as learning, relaxing, and socialising.

The Local Plan Appendix B (Development Standards) sets out the quantum of open space required from all developments and based on around 5,500 new dwellings the following quantities of open space will be provided and their locations shown on the Green Infrastructure FPP in **Chapter 7**:

- Allotments, Community Gardens & Orchards: 4ha
- Play Space - 5no NEAPs, 10 LEAPs and numerous for LAPs and informal 'play on the way'
- Over 150ha of Destination Parks
- Over 17ha of Formal Sports
- Over 78ha of natural and semi-natural open space (including Amenity Green Space for new provision)



Each OPA will be required to set out within their Green Infrastructure Strategy, masterplans, parameter and phasing plans where openspace and recreation will be delivered including their size. Each RM phase will set out the detailed layouts of these areas and the approach to maintenance through submission of detailed Landscape General Arrangement Plans, Landscape Management and Monitoring Reports and detailed planting plans. In addition to open space, a four court sports hall is to be delivered in the All Through School, and a multi purpose indoor hall will be provided in the Community Centre, to be delivered in Great Belsteads Village. A Co-located Sports Facilities Management Plan will be secured as part of the OPA S106 for the All-Through School.

### PLAY

Play provision should, where possible, adhere with Fields in Trust (FIT) benchmark guidelines, policy standards and design requirements for minimum activity zones, buffer zones, and walking distances.

The development will provide an appropriate mix of formal, equipped children's play, including 5 Neighbourhood Equipped Areas of Play (NEAPs), 10 Local Areas of Equipped Play (LEAPs), Local Landscaped Area for Play and Local Areas of Play (LAPs). This provision will also include additional informal space along greenways and key pedestrian routes for spontaneous play such as 'play on the way'.

### Play spaces, where possible, should:

- Be accessible via pedestrian and cycle routes, providing safe, inclusive and sustainable movement between open space destinations;
- Provide adequate seating, be well overlooked and enclosed by landscape features rather than fencing; and
- Respond to the individual character of their setting, landscape and heritage assets and offer unique play experiences that create stimulating spaces to promote imaginative play.

Each OPA will be required to set out a Play Strategy, masterplans, parameter and phasing plans identifying where play-space will be delivered, including their size, function and how it meets localised needs. Each RM phase will set out the detailed layouts of these areas through submission of detailed General Arrangement Plans.

**IDP Reference:** D6



# GUIDING FRAMEWORK PRINCIPLES : GREEN AND BLUE INFRASTRUCTURE

## OPEN SPACE, PLAY AND SPORT

OVER  
**16HA**  
OF FORMAL  
SPORTS PITCHES

### FORMAL SPORTS

Two Council run Sports Hubs are proposed together with a co-located sports facility at the all-through school will ensure areas of formal sport are evenly distributed across the community - that provide a critical mass to enable flexibility for a range of pitch layouts to allow for existing and future local needs. Formal sports provision will be located in the following locations and will include:

#### Great Belsteads Sports Hub:

- 6.1ha formal sport provision - Comprising 3no. senior football pitches, 3no. junior football pitches and 1no cricket pitch seasonally located over the football pitches, a sports pavilion (including sports club rooms, toilets and 6 dual changing rooms, a groundsman store and yard), equipped play space, and a minimum number of carparking spaces, to be agreed at OPA stage, will be provided at the northern end of the Channels Discovery Park.

#### Dukes Wood Sports Hub:

- 7.36ha formal sport provision - Comprising 3no. senior football pitches, 3no. junior football pitches and 1no cricket pitch seasonally located over the football pitches, a sports pavilion (including sports club rooms, toilets and 6 dual changing rooms, a groundsman store and yard), equipped play space, and a minimum number of carparking spaces, to be agreed at OPA stage, will be provided at the western side of Dukes Wood.

#### All Through School:

- 4.49ha formal sport provision - 4no. Senior football pitches.

An all-weather 3G floodlit pitch will be provided at the All Through School and a second 3G floodlit pitch will be provided at Dukes Wood. Subject to assessment at OPA Stage, there is potential for a MUGA to be provided at the All Through School or Dukes Wood. The final sports pitch provision will be determined at OPA stage and secured through a S106 agreement. The final layout will be agreed at RMA stage. The open spaces and greenways within the development will also include areas of informal sport including outdoor gym facilities,



running / walking / cycling trails (2km, 5km and 10km loops) and informal recreation areas.

Each OPA will be required to set out within a Outdoor Sports Strategy, masterplans, parameter and phasing plans where outdoor sports will be delivered, including their size and proposed facilities available. Each RM phase will set out the detailed layouts of these areas through submission of detailed General Arrangement Plans, Landscaping Plans, Landscape Management and Monitoring Reports and detailed planting plans. A Sports Hub Delivery Mechanism will be secured within the S106 to ensure the hubs are delivered in-line with occupations within the CGC.

At the time of the RMA for the All Through School sports provision, a car-parking study and management plan will be required to be submitted.

In addition to outdoor sport, it is also confirmed that a four court sports hall will be provided at the All Through School (sized to Sport England Standards). This facility will be secured for community use and will include changing facilities. Other opportunities for community fitness could be provided in commercial gyms and community halls.

**IDP References:** D8 and D9

### PRODUCTIVE LANDSCAPES (COMMUNITY GARDENS, ORCHARDS AND ALLOTMENTS)

Productive landscapes will provide an accessible growing landscape for residents to cultivate, produce and grow food. Informal opportunities will be provided within the greenways and open spaces for the foraging of berries, nuts and herbs as part of the planting palette.

#### Productive landscapes should:

- Be accessible via pedestrian and cycle routes, providing safe, inclusive and sustainable movement between open space destinations;
- Include interpretation boards and signage, where located in public open space, to reference species, how to use and suggested recipes;
- Consider infrastructure requirements where appropriate to facilitate

management - water, seating and picnic tables, composting areas and secure storage facilities (sheds); and

- Offer access points for community gardens and allotments for vehicle delivery and servicing, and where necessary appropriate provision of car and cycle spaces.

Each OPA will be required to set out within a Productive Landscapes Strategy, masterplans, parameter and phasing plans where these productive landscapes will be delivered, including their size. Each RM phase will set out the detailed layouts of these areas and the approach to maintenance through submission of detailed Landscape General Arrangement Plans, Landscape Management and Monitoring Reports and detailed planting plans.

**IDP References:** F6, F7, F8, F9a, F9b, F10a, F10b

Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Green Infrastructure Strategy	✓		✓	
Landscape Management & Maintenance Report		✓	✓	
Co-located Sports Facilities Management Plan	✓			✓
Play Strategy	✓		✓	
Outdoor Sports Strategy	✓		✓	
Sports Hub Delivery Mechanism	✓			✓
Productive Landscapes Strategy	✓	✓	✓	
Planning Policy	DM20, DM21, DM22, DM24, Appendix B Development Standards			
Evidence Base	The Essex Design Guide <a href="https://www.essexdesignguide.co.uk/">https://www.essexdesignguide.co.uk/</a>			









## GUIDING FRAMEWORK PRINCIPLES : WASTE, ENERGY AND UTILITIES

### WASTE “ OBJECTIVE



Lead the way in promoting a circular economy during construction and the life of the development ensuring prevention, reuse and **recycling of waste reduce the impact on the environment and facilitate more sustainable use of resources** for the benefit of society and the planet. Contractors and residents will be supported to generate the minimum amount of waste that is practicable , keeping waste as high up the waste hierarchy as possible with a target to **work towards 100% diversion of all wastes from landfill** through a year-on-year reduction in household total waste.

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### GUIDING PRINCIPLES

- 1 Manage all wastes generated from the development in a sustainable manner to reduce both its quantity and impact on climate change, and to maximise resource efficiency and circularity.
- 2 Storage space and collection systems will be designed-in to buildings and facilities allowing for maximum segregation of waste of all types including dry recycling, food recycling and garden waste whilst facilitating improved quality recyclate and less residual waste.
- 3 Embed an understanding of waste through stewardship by developing skills and support through proactive education, engagement and enforcement ensuring residents and occupiers of all buildings understand how to achieve higher levels of waste prevention, reuse, recycling, and composting.
- 4 Ensure services are accessible by all members and users of the community ensuring participation in, and a strong contribution to, the sustainable management of wastes generated.
- 5 Considered street design to provide efficient and safe access paths and allow for future resilience to collection services and transfer of activities.
- 6 Waste storage facilities across the development will enable safe and convenient segregation and collection, and avoid hazards for collection workers and do not give rise to adverse amenity or recreation impacts such as odour and are complementary to the street scene and character of the area.
- 7 Consider the lifespan of materials used in construction of all buildings and avoid unnecessary waste by ensuring they either reusable or recyclable at the end of their lifespan.





## GUIDING FRAMEWORK PRINCIPLES : WASTE, ENERGY AND UTILITIES

### WASTE



**FINAL  
WORDING TO  
BE AGREED**

Fully integrated sustainable waste management will be a key element in CGC being at the forefront of working within a circular economy. The principles of re-use across every aspect of the development and consumer use process from design to lifecycle use, retirement, reuse and finally recycling will be promoted and applied. Waste management across the development will take place as far as possible at the top end of the waste hierarchy and the location of waste storage, collection and processing facilities will be designed to work in harmony with the street scene and allow adaptability for innovative approaches to waste collection and management in the future.

#### OVERARCHING WASTE STRATEGIES (OWS)

To achieve the principles set out above each OPA will set out a roadmap that requires each RMA to detail core targets to ensure that the materials used reduce waste, ensure a long and functional lifespan, with easy maintenance when necessary, and can be reused or recycled in to other useful purposes where practical, feasible and viable to do so. In addition, RMA's will be accompanied by a construction waste management strategy which clearly sets out how construction waste will be sustainably managed.

RMA's will also need to demonstrate how the transport and manufacturing impacts of materials have been effectively managed and minimised, for example through re-using materials (such as soil, aggregates and timber) on-site and off-site manufacture. Within road maps and the waste management strategies the commitments set out below should be followed, where applicable.

#### WASTE IN BUILDINGS

Assist those involved in the design and management of buildings to best provide for the storage and transfer of wastes to maximise the type and amounts that can be reused or sent for recycling or repurposed. Designing-in future capacity as the range of recyclable or bio-degradable materials is likely to increase, in line with progressive government policy. Due consideration will be given to assisted collections for eligible residents such as older people or disability or mobility affected residents that are unable to present their waste at the kerbside for collection. All non-residential buildings must have an offstreet collection area at ground level and built bin storage area doors must not open over the public footway or road.

For houses, fitted kitchen units should incorporate segregated recycling and refuse bins, and household waste should be stored neatly and safely in a location that is easy to use and easy to collect from. Bin stores located at the rear of properties with pathways to the street must be avoided as they can be difficult to access and use. Instead, front and side solutions designed solutions that are integrated into the streetscape are preferred.

For apartments, fitted kitchen units should incorporate segregated recycling and refuse bins, and communal waste and recycling stores should be provided with capacity to fully segregate waste streams and be accessible to all residents, including wheelchair users and children. They should be secure and locked at all times, located within the building curtilage and should be easy to access for collection teams. Where these are inside buildings, they should be ventilated and include wash-down facilities so they can be cleaned. For other buildings including commercial, community and education, sufficient space must be provided to fully segregate recyclables and meet the necessary spatial requirements of the calculated container footprint, as per forecast waste outlined in the submitted waste strategies for that phase.

#### PROMOTE INDUSTRIAL SYMBIOSIS AND FACILITATE CIRCULAR SUPPLY CHAINS

CGC will work effectively with the entire value chain, facilitating a shift from the traditional linear model to a circular economy approach and enable the selection and procurement of sustainable materials that improve resource productivity, efficiency and keep products and materials in use, allowing higher reuse and reconditioning.

Developers should be encouraged in waste strategies to embrace reclaimed and remanufactured materials and components, allowing designs to be dictated by what is available and seek, where possible to aim to deliver construction materials from secondary materials.



# GUIDING FRAMEWORK PRINCIPLES : WASTE, ENERGY AND UTILITIES

## WASTE

In addition to this, an incremental target for recycling Construction and Demolition waste should be set for specific phases that is achievable and deliverable.

This, in turn will unlock opportunities to create markets for secondary materials through stimulating demand. Strategic design principles should be considered throughout the life of the development to ensure that materials are chosen that aid efficiency, disassembly, adaption, and value conservation.

A balanced approach to cut and fill should be applied, incorporating all excavated material in design and landscaping where practical, feasible and viable. Furthermore, landscaping will utilise local tree and plant species and local materials to spatially integrate resource and vision.

### ENSURE MATERIALS HAVE A LIFE BEYOND THEIR INITIAL PURPOSE

The Garden Community will unite, equip, and mobilise its contractors and residents, and enable them to recognise and implement resource efficiencies, to design out waste and pollution, keep products and materials in use and regenerate natural systems.

Facilities will be provided with sufficient space for all development types with a target to fully segregate household (including flats), commercial and industrial waste at source. This will allow for cleaner higher quality recyclate, that can be reprocessed into higher circularity value materials, and remain in the supply chain for longer. This will enable more waste materials from the community to be recycled. Critical to this, will be improving recycling infrastructure through strategic partnerships, to ensure as much material is captured for reuse and recycling and therefore reduce the residual waste proportion. Focus will be given to understanding better the types of waste generated by the development to ensure the correct collection services are provided.

An ambitious incremental target for recycling household and commercial waste has been set, as well as a target to progressively work towards diversion of 100% waste from landfill. To facilitate this, the Council will be required to develop the necessary recycling infrastructure to encourage kerb-side recycling. A number of stewardship initiatives could be introduced, including a reuse/repurpose site, where residents can bring items they no longer want/use for disposal, or for others to utilise or upcycle. Other initiatives could include a community composting project utilising garden/food waste generated from the development and public incentives schemes to incentivise participation in recycling, including performance-based charging schemes.

Where bring sites or composting schemes are considered it will be important to ensure that they are acceptable in planning terms and particularly ensure protection of amenity of others in relation to matters such as noise and odour.

### WASTE WISE STEWARDSHIP AND EDUCATION

Effective implementation of good waste management concepts will connect residents and businesses with their footprint. The CGC will deliver a range of education, training and awareness initiatives. Stewardship will underpin education and help foster a better understanding of waste. An interactive education programme will instill a strong sense of resident participation in sustainable waste management from the outset. Education initiatives to promote waste and environmental issues will include school visits, business visits and support to community projects. Integration with schools and businesses will help establish a long-term connection, and community ownership. A clear element of this is engaging with recycling services, so that reducing waste and maximising recycling becomes an integral part of everyday. This will promote a better understanding of waste prevention and recycling services and facilitate positive behaviour change. Education packs will be distributed and positive messages about the development’s achievements in resource and waste management and local benefits will be promoted.

### WASTE TARGETS

Overall strategy will be to work towards the following waste targets:

#### Short term:

- 2021 - 100% compliance with Environment Act 2021
- 2021 – year on year reduction in total household waste
- 2025 - 65% mixed municipal waste to be recycled and 100% diversion from landfill
- 2025 - 65% Commercial & Industrial (C&I) waste to be recycled and 100% diversion from landfill

#### Medium term:

- 2028 - 80% Construction and Demolition (C&D) waste to be reused, recycled or recovered
- 2030 - 70% mixed municipal waste to be recycled and 100% diversion from landfill
- 2030 - 70% Commercial & Industrial (C&I) waste to be recycled and 100% diversion from landfill

#### Long term:

- 2032 - 95% C&D to be reused, recycled, or recovered
- 2033 - Food waste generated by CGC to be composted and re-used within the site

Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Overarching Waste Strategy (OWS)	✓		✓	
Site Waste Management Plans (SWMP)		✓	✓	
Planning Policy	DM26, Essex and Southend-on-Sea Waste Local Plan 2017			
Evidence Base	Waste Strategy			



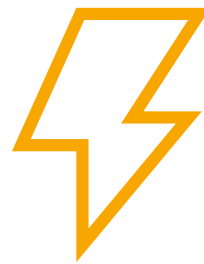






## GUIDING FRAMEWORK PRINCIPLES : WASTE, ENERGY AND UTILITIES **ENERGY**

### “ OBJECTIVE



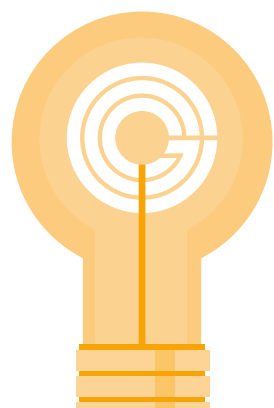
To ensure a clear pathway to achieving a **net zero carbon** development through the delivery of **net zero ready homes**. Support UK and local Government targets on climate change, whilst putting low carbon energy production and minimising consumption at the heart of a sustainable development that sets high standards, **embraces innovation and is flexible to respond to emerging technological advances.**

”



## GUIDING PRINCIPLES

- 1 Develop standards, definitions and boundaries for energy and carbon which set a clear pathway towards the Garden Community being a Net Zero Carbon development, delivering Net Zero buildings from 2035.
- 2 Ensure that energy and carbon design is integrated across all disciplines such as transport, water, green infrastructure, materials and waste so that a joined-up approach to energy carbon and resource efficiency is interwoven within the development.
- 3 Implement and adhere to an operational Energy Hierarchy that ensures a fabric first approach is placed at the heart of all forms of development and includes, amongst other things, the principles of passive design.
- 4 Commit to an all-electric development for new homes so that they are gas free and employ low carbon technologies such as heat pumps from the outset whilst embracing and implementing emerging low carbon heating solutions in the medium and longterm.
- 5 The delivery of an all-electric development so all homes and buildings benefits from the decarbonisation of the electricity network and can operate Net Zero through the purchase of certified renewable electricity.
- 6 Take account of embodied carbon emissions resulting from activities across the whole building lifecycle, so they can be calculated, the quantity of materials and waste can be reduced, and sustainable low carbon design options can be identified.
- 7 Protect against volatile utility costs by minimising energy demand, through measures that could include highly efficient fabrics, heat pumps and where practical, feasible and viable, provision of renewable energy generation in each property alongside battery storage technology where viable.
- 8 Awareness raising through smart data and tools so that users of residential and non-residential buildings have sufficient information to monitor and control energy consumption.
- 9 Where achievable, monitor and evaluate post-occupancy data to review the customer experience to ensure lessons are learned and the best solutions are delivered that give tangible results on the path to net zero carbon.
- 10 Deliver Electric Vehicle (EV) smart charging to all homes with onplot parking, as well as provision for visitor spaces and carpool clubs with passive capacity across the development.







The Development will be guided by policy and best practice guidance such as that published by the UK Green Building Council (UKGBC), the London Energy Transformation Initiative (LETI) and the Governments Future Homes (FHS) and Future Buildings Standards (FBS). This will assist in setting the definitions and boundaries for current and future energy consumption and carbon emission targets in order to achieve Net Zero Ready by 2025 and Net Zero Carbon by 2050.

Each OPA will contain a framework Energy Strategy and upon the granting of planning consent, conditions will be attached to ensure each RMA sub phase provides a detailed Energy Statement setting out how the principles set out above could be implemented.

It is recognised that technology and solutions to our net zero challenge will evolve quickly over time and therefore the energy strategy will be flexible enough to respond to the opportunities that are likely to be available from 2030 and beyond.

It is also important to recognise that the carbon emitted as a result of the energy used within the CGC will fall over time in line with continued decarbonisation of the national grid. This is a strong justification to promote an all-electric energy strategy and design out fossil fuels where possible.

**The strategies should include approaches to the following key elements:**

## GUIDING FRAMEWORK PRINCIPLES : WASTE, ENERGY AND UTILITIES

### ENERGY

#### FABRIC FIRST AND ENERGY EFFICIENCY

In accordance with the Energy Hierarchy, a 'fabric first' approach to building design will be adopted addressing thermal performance alongside minimising unregulated energy demand such as through specifying A / A+ Rated Energy Efficient Appliances. This should be addressed first before then considering the use of efficient mechanical and electrical building services systems (such as efficient lighting), the installation of renewable energy measures (such as roof mounted Solar PV) and where possible, supply of low-carbon heating and hot water.

The fabric first approaches that could be deployed in the short term would typically include:

High levels of thermal performance for wall, floor and roof insulation  
High thermal and visual performance glazing  
High levels of air tightness  
LED lighting

As technologies emerge OPA's will reflect the latest best practice to ensure it fully supports the transition to a net zero economy. Building form and design will be optimised to maximise the benefits of passive design. Occupant thermal comfort requirements will be maintained taking account of changes in future air temperatures as a result of climate change. This will be demonstrated by an overheating assessment at the design stage following best practice guidance such as CIBSE TM59[1].

Street lighting will also be provided by LED lights alongside other measures focused on reducing operational energy across the community infrastructure.

#### Operational energy targets

The development will be guided by a set of increasing energy performance targets, transitioning the development of residential and non-residential development to Net Zero over time.

At this stage this comprises a range of short, medium, and long term targets. These targets are indicative at this stage and will be investigated and tested as part of OPA's and RMA's to ensure they are commercially and technically viable.

The targets are set out under the following time frames which assume development will start from 2025.

- Short term (2025 - 2029)
- Medium term (2030 - 2035)
- Long term (>2035)

#### Short Term - FHS / FBS+

In the short term The Development will will meet the requirements of the FHS and FBS as a minimum, delivering homes and buildings which are Net Zero Ready and in alignment with the Government's current Net Zero trajectory for new development.

#### Medium Term - Net Zero Ready

In the medium term The Development will aim to meet a range of energy performance targets set out below to deliver buildings which target Net Zero for total energy, reducing total carbon emissions, or meeting the requirements of future Government Net Zero Policy, whichever is greater.

#### Long Term - Full Net Zero

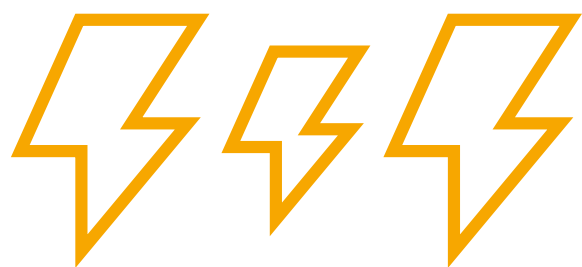
The long term strategy aims to deliver buildings which are fully Net Zero delivering the equivalent of PassivHaus levels of energy performance, balancing on-site residual energy demand with renewable energy generation.

The following energy intensity targets are proposed for The Development, outlining how buildings will transition to being fully Net Zero over time.



# GUIDING FRAMEWORK PRINCIPLES : WASTE, ENERGY AND UTILITIES

## ENERGY



The targets below are drawn from available national guidance on delivering low carbon development, including the RIBA 2030 Challenge and LETI Design Guide, they go significantly beyond the Governments targets as set out in the FHS and FBS. During the outline and reserved matters design stages extensive modelling, design and costing will be undertaken to determine the commercial and technical feasibility of these targets and therefore whether they are deliverable and viable.

### Domestic Energy Use Intensity Target:

- Medium Term: 50kWh/m<sup>2</sup>/yr
- Long term: 35kWh/m<sup>2</sup>/yr

### Non-domestic Energy Intensity Target are set from 2025 onwards

- Office Buildings -Medium term: 75 kWh/m<sup>2</sup>/yr, Long Term: 55 kWh/m<sup>2</sup>/yr
- School Buildings – Medium term: 85 kWh/m<sup>2</sup>/yr, Long Term: 65 kWh/m<sup>2</sup>/yr
- Retail Buildings – Medium term: 130, Long Term: 85 kWh/m<sup>2</sup>/yr
- Leisure Buildings – Medium term: 125, Long Term: 92 kWh/m<sup>2</sup>/yr
- Innovation Buildings – Medium term: 90, Long Term: 65 kWh/m<sup>2</sup>/yr

### Domestic Space Heating Energy Target:

- Short Term: 15-20 kWh/m<sup>2</sup>/yr
- Medium Term: 15 kWh/m<sup>2</sup>/yr
- Long Term: <15 kWh/m<sup>2</sup>/yr

### Non-Domestic Space Heating Energy Target:

- Short Term: 15-20 kWh/m<sup>2</sup>/yr
- Medium Term: 15 kWh/m<sup>2</sup>/yr
- Long Term: 15 kWh/m<sup>2</sup>/yr

### LOW CARBON HEATING

For technologies such as electric heat pumps should be considered where practical, feasible and viable, to provide low carbon energy efficiency heating. Air source heat pumps could be one form of technology supplied for most properties with ground source heat pumps potentially used for community buildings if sufficient space is available for heat exchange. The viability and practicality of future heating technologies and systems such as hydrogen and district heating may be considered in at the appropriate stages in the future when they are capable of large-scale deployment to ensure adaptability and flexibility as technologies emerge and mature.

### RENEWABLE ENERGY GENERATION AND ENERGY STORAGE

Renewable energy generation will help reduce reliance on electricity from the grid for low carbon heating and other activities and therefore help to minimise fuel bills. Each Phase and Sub Phase will need to consider the use of renewables generation for all buildings where feasible allowing for site specific topography and potential impacts such as shading from trees and other buildings. In addition, where practical, feasible and viable, battery storage could also be considered to allow homes and business to utilise more of the electricity generated from renewable sources within their buildings. This could be sized so that a proportion (targeting at least 50% where viable) of the renewable power is used within the building.

Opportunities to undertake renewable energy projects within the landscape such as capturing heat from the ground, water or sewers to re-use within the community may be explored.

### REFRIGERANTS

Whilst heat pumps have an advantage of using low carbon electricity,

they also use refrigerants as part of the process to raise the temperature of the natural heat source in the air, ground or water for a building's heating and hot water requirements. Some refrigerant gases when released or leaked into the atmosphere can give rise to Greenhouse Gases. Therefore, limits on the Global Warming Potential (GWP) from refrigerants used in domestic heat pumps systems used on site will be set with a target to be determined at outline design stage and reviewed as heat pump technology evolves.

### EDUCATION AND MONITORING

Each sub phase should set out an approach to helping occupiers of both residential and non-residential buildings to understand their choices and how new technologies work in their homes, businesses and communities. In order to enable users to be conscious about their energy consumption, a variety of education and monitoring methods will be considered including:

- Smart metering to enable people to make conscious decisions about the quantity, cost and the timing of energy they use.
- Educational user guide packs for new residents and occupiers to ensure they are aware of good practice to reduce energy consumption and how to make best use of new technologies including within their homes or building.
- Gathering Home User feedback on how well the technologies perform, cost and their functionality to ensure they are used effectively and easily.

As part of the delivery of The Development As part of each phase of development, i.e. short and medium term, developers will carry out Post Occupancy Evaluation on a proportion of homes with data and learning utilised in the design and construction of future phases of development.



## GUIDING FRAMEWORK PRINCIPLES : WASTE, ENERGY AND UTILITIES

# ENERGY



### INTEGRATING ELECTRIC VEHICLES

Each RMA will ensure that all active devices provide as a minimum 7.5KV<sub>a</sub> (32A) AC 'smart charging' points internally or externally on garage buildings or on external walls adjacent to all on-plot allocated spaces.

### RESIDENTIAL ON PLOT AND OFF PLOT

Additional EV charging will also be provided for non-allocated spaces and visitor parking. Charge points will be easy to locate and be integrated within the wider transport and mobility strategies. It is anticipated that subject to technological advances, electric vehicles could also potentially play a role in optimising power demand across the development acting as mobile battery storage facilities whilst being flexible in terms of times and locations they can be charged. Where possible all properties with off-plot parking should have an adequate supply of power and the passive technology (the cabling and infrastructure) to add EV smart charging devices in future. All carpool club spaces will have the passive network available to provide EV charging to each space across the development

### MOBILITY HUBS

The Rapid Charge EV points will be provided within the primary Mobility Hub. The Secondary and Tertiary Mobility Hubs will contain standard smart EV points at a number to be confirmed as part of the RMA stages and these will be dictated by the location and nearby facilities/amenities i.e. on a predicted demand basis, for each Hub across the site. Smart EV charging points for scooters and bikes will be coordinated within secondary and tertiary transport hubs.

### EMBODIED CARBON

Prior to construction of sub phases, sustainability and Energy Statements should provide for the calculating the embodied carbon of materials, construction and maintenance activities to help guide design choices on low carbon materials, and evaluate construction practices that could include:

- Adopting, where practical, feasible and viable, Modern Methods of Construction such as timber frames in house building which improves sustainability whilst raising the quality and pace of delivery.
- Sourcing materials and skills locally to improve sustainability of construction and provide positive feedback into the local economy

To reduce the embodied carbon of new buildings The Development will target delivering buildings that meet the embodied carbon targets set out in the RIBA 2030 challenge.

#### Residential Embodied Carbon Targets:

- Short term: <800kgCO<sub>2</sub>/m<sup>2</sup>
- Medium term: <675kgCO<sub>2</sub>/m<sup>2</sup>
- Long Term: <500kgCO<sub>2</sub>/m<sup>2</sup>

#### Non-residential Embodied Carbon Targets:

- Short term (Schools): <675kgCO<sub>2</sub>/m<sup>2</sup>
- Short term (Offices): <970kgCO<sub>2</sub>/m<sup>2</sup>
- Medium term (Schools): <540kgCO<sub>2</sub>/m<sup>2</sup>
- Medium term (Offices): <750kgCO<sub>2</sub>/m<sup>2</sup>
- Long term (Schools): <540kgCO<sub>2</sub>/m<sup>2</sup>
- Long term (Offices): <600kgCO<sub>2</sub>/m<sup>2</sup>

It is widely recognised that the supply chain will need to radically decarbonise as we move toward our net zero targets. However at present there are very few low embodied carbon materials on the market that can be used as alternatives to traditional materials. There

is of course the opportunity for CGC to stimulate this market over time and this will be a key aim of the embodied carbon strategy.

Specific building targets for upfront carbon (which covers construction carbon) are proposed at this stage based on available targets from the RIBA 2030 challenge. Wider embodied carbon targets can be developed over time as further information across the industry is developed.

Future Reserved Matters applications will ensure that embodied carbon emissions resulting from the construction and the use of the buildings over its entire life, including its demolition and disposal will be calculated and incorporated into the net zero strategy in the future.

In leading the way on the path to Net Zero the Consortium will assist in exploring how production and construction methods can be made Net Zero and sustainable by 2050 although it is recognised that this is reliant on the availability of low carbon material alternatives and a low-carbon upskilled supply chain and labour force.

The Carbon Framework set out here, and in particular the short term targets, are intended as a baseline for consideration against which future planning applications will be assessed, cognisant that technology and solutions to the net zero challenge are evolving over time. The Framework will be tested throughout the outline and Reserved Matters planning application stages based on deliverability and viability considerations. The Carbon Framework is intended to ensure there is a consistent approach to reducing carbon emissions across the Garden Community. Amendments to the Carbon Framework will only be considered when justified circumstances are demonstrated, with evidence provided.



# GUIDING FRAMEWORK PRINCIPLES : WASTE, ENERGY AND UTILITIES

## ENERGY

### DELIVERING NET ZERO DEVELOPMENT

As part of the development proposals each stage of development, i.e. the short and medium term, will include measures to support the continued decarbonisation of future phases. Such as:

Encouraging the enhancement of supply chains - Encourage supply chain investment to build resilience for key equipment including heat pumps. Provide clear communication to housebuilders on the ambition for CGC. New and emerging technologies such as battery storage and smart energy systems will be trialed in specific dwellings.

Supporting skills gap training - The developers will look to support employment and skills training, for example supporting education charities. This will aim to improve construction skills to help improve air tightness.

Delivering Post Occupancy Evaluation - The Development will carry out POE on up to 10% of homes at each stage, i.e. during the short and medium term stages, with data and learning to be utilised in the design and construction of future phases.

Pilot Projects - During the short and medium term stages of The Development pilot projects on up to 5% of homes at stage stage, carried out with the aim of understanding design and construction requirements of future phases of development, taking learning from the POE and supporting enhancements to the supply chain and skills gap training.

Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Energy Strategy	✓		✓	
Energy Statement		✓	✓	
Non residential units BREEAM Excellent		✓	✓	
Planning Policy	S2, S9, DM 19, DM 23, DM 25			



### A SUSTAINABLE HOME

Illustration to show how some measures could be incorporated in to a typical house.

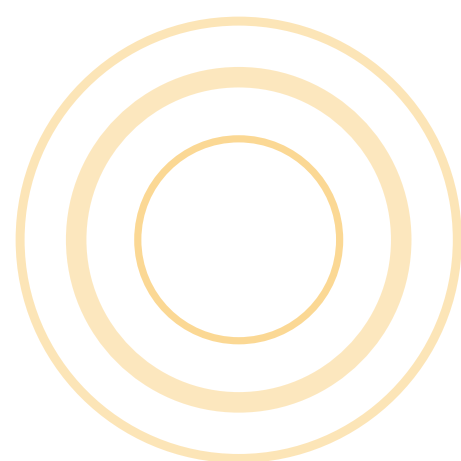






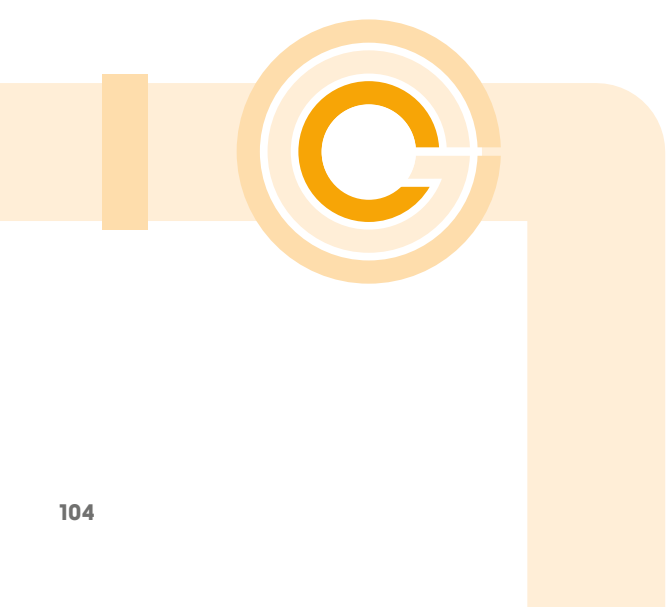


GUIDING FRAMEWORK PRINCIPLES :  
WASTE, ENERGY AND UTILITIES  
**FOUL WATER**



**“ OBJECTIVE**

Implement a foul water strategy that provides **sufficient on-site capacity whilst ensuring no detriment** to the existing foul network within the vicinity of the site. **”**



**GUIDING PRINCIPLES**

- 1** Work with the sewerage undertaker to provide phased primary infrastructure capable of connecting to the water recycling centre east of Chelmer Village adjacent to the A12.
- 2** Implement utilities early to ensure each planning application area can be delivered within the relevant phased period of development.
- 3** Ensure the foul water strategy contributes towards wider objectives relating to water conservation.





GUIDING FRAMEWORK PRINCIPLES : WASTE, ENERGY AND UTILITIES

**FOUL WATER**

As CGC expands and grows a well-planned network of foul water drainage will be required to ensure retrospective works will not be required. Any foul water drainage strategy will therefore aim to provide a network that delivers an environmentally responsible solution that efficiently conveys the waste from the site to the strategic network.

Foul Water Drainage strategies will be developed in accordance with relevant legislation and policy including, but not limited to, The Water Act (2014), National Policy Statement for Waste Water (2012), the local Drainage and Waste Water Management Plan (DWMP) and Code for Adoption (2020).

**Each OPA will be responsible for early engagement with the Local Planning Authority and Sewerage Undertaker to agree:**

- Points Of Connection to ensure a joined up and cohesive approach across the Garden Community and wider networks.
- Appropriate discharge rates to ensure the development does not have adverse impacts on the existing surrounding foul network.
- Routing of the foul water network to meet phasing and delivery criteria.

Each OPA will be expected to submit an indicative Foul Water Drainage Strategy, followed by a Detailed Foul Water Drainage Strategy for each RMA in order to demonstrate how the detailed development ties in to the wider Strategy.

**MAINTENANCE & ADOPTION**

The drainage network established will be offered for adoption as a publicly maintained sewerage system in accordance with prevailing guidance and legislation at that time. A Maintenance Plan will be submitted at each RMA stage to ensure the longevity of the foul water network with development then brought forward in accordance with that Plan following which the sewerage undertaker will then take over and maintain the system in perpetuity.

**MONITORING & EVALUATION**

The sewerage undertaker will be responsible for ensuring that the foul water meets both the Garden Communities and surrounding area requirements and remains fit for purpose. Should changes to the foul water network be required then consultation with relevant master developers and plot developers will identify and implement necessary solutions for the relevant phase.

Delivery Item	Application Submission		Secure By		
	Outline Application	Reserved Matters	Condition	S106	Other
Foul Water Drainage Strategy	✓		✓		
Detailed Foul Water Drainage Strategy		✓	✓		
Maintenance Plan		✓	✓		
Planning Policy	Policy S2, S7				
Evidence Base	Onsite Civil Engineering Infrastructure Statement				





GUIDING FRAMEWORK PRINCIPLES:  
WASTE, ENERGY AND UTILITIES

## UTILITIES (ELECTRICITY, POTABLE WATER & BROADBAND)

### “ OBJECTIVE



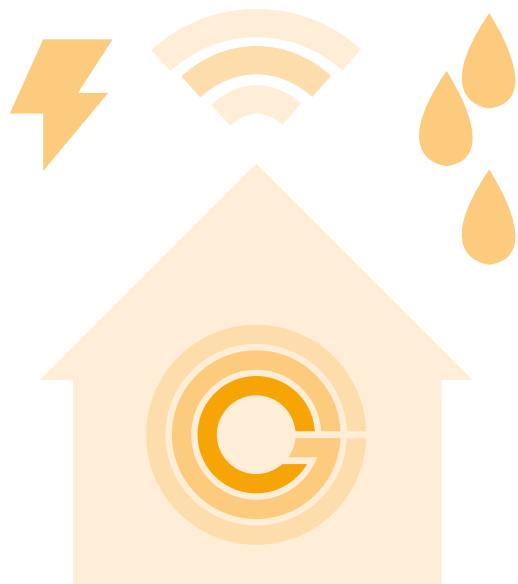
Delivery of **sustainable utilities and services** to enable the delivery of high efficiency connections across the development that will support **smart homes, electric vehicle charging, low carbon heating and water efficient homes.** ”

”



### GUIDING PRINCIPLES

- 1 Secure and distribute a sufficient capacity of electricity that supports high efficiency, low-carbon, electric heating methods to ensure there is no requirement for gas in any residential dwelling and build in resilience to changing technologies and future capacity demands.
- 2 Deliver high speed electric vehicle charging throughout the development ensuring provision for every home and in visitor parking areas to support the transition to more sustainable forms of travel.
- 3 Provide superfast connectivity by installing Fibre To The Premise (FTTP) broadband for all homes and business on site to support increased working from home and smart residential and commercial technologies.
- 4 Ensure suitably sized potable water connection is sourced to minimise the impact on the surrounding network.





## GUIDING FRAMEWORK PRINCIPLES: WASTE, ENERGY AND UTILITIES

### UTILITIES (ELECTRICITY, POTABLE WATER & BROADBAND)

Utilities play a vital role in the economic and social successes of an area, as it provides critical infrastructure to the function of all day-to-day activities and will be integral in promoting environmental sustainability on a larger scale such as ensuring there is sufficient electricity capacity to deliver the roll out of electric vehicle charging points

A High-Level Utilities Layout will be established through OPA's, with a final Detailed Utilities Layout specific to a development parcel being secured through RMA's.

#### ELECTRICITY

The use of a high efficiency electrical network will eliminate the need for gas in residential homes and reduce its demand in other buildings within the development ensuring its harmful environmental impacts are minimised and the transition to a low-carbon development is be supported.

Through use of an Independent Distribution Network Operator (IDNO) the loads required for the residential dwellings' charging and heating requirements will be substantially diversified, therefore minimising the overall impact on the surrounding Electrical Network.

OPA's will need to demonstrate that electrical utilities will have a capacity that ensures high efficiency electric heating methods, such as Air Source Heat Pumps, can be operated across the site. This will result in there not being a need for a gas network to be installed for residential uses. However, there are likely to be circumstances where other land uses within the masterplan area may

require the use of gas, but in such situations, use of the electricity network will be encouraged. Additionally, OPA's will ensure the electrical capacity supports proposals for a single 7kW electric vehicle charger per residential dwelling throughout the development, as well as localised communal charging locations within Mobility Hubs.

#### POTABLE WATER

As part of the significant upsizing of the water mains, carried out as part of the original Beaulieu and Channels development, the additional supply of this development is already available. Regarding the on-site network, this Connections will make it possible for a New Appointment and Variation (NAV) company to adopt the on-site water network. This would provide new homeowners with an independent water supplier and ensure service and price can be as competitive as possible.

Within dwellings, the Building Regulations optional requirement for water efficiency of 110 litres per person per day will be achieved.

#### BROADBAND

FTTP, also known as 'Superfast Broadband' will be available. This is an important factor when delivering smart-enabled homes. This will ensure that fast, reliable broadband is available to all domestic and commercial premises.

#### The benefits of this include:

- Reliable connections that will allow business to operate with the security of services.
- Improved work-life balances through the ability to work from home.
- Capacity for 'smart' homes and businesses to support multiple devices.

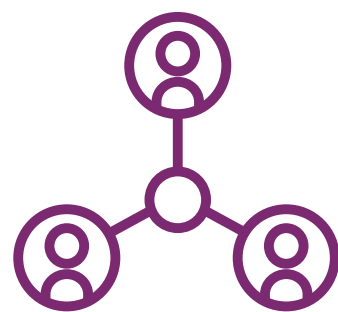
Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
High Level Utilities Layout	✓		✓	
Detailed Utilities Layouts		✓	✓	
Planning Policy	S9, DM25			
Evidence Base	Onsite Civil Engineering Infrastructure Statement. Utilities Report			





## GUIDING FRAMEWORK PRINCIPLES : HEALTH & COMMUNITY INFRASTRUCTURE

### “ OBJECTIVE



**Create a place that encourages healthy behaviour** as a form of preventative care whilst **building a strong community served by excellent facilities**. Address the real health challenges of the 21st century through innovative solutions for not only the physical causes and symptoms of poor health, but also the social, economic, and environmental components of total well-being.

”



### GUIDING PRINCIPLES

- 1 Develop a range of community facilities embedded within the neighbourhood centres across the masterplan to enliven and enrich the entire development.
- 2 Ensure buildings and floorspace are provided in a flexible way to ensure health and community uses can respond to demand and evolving habits in a way that supports sustainable growth of the new community.
- 3 Provide facilities that serve the needs of a variety of different groups of people, including those who are disadvantaged or disabled, through development of multi-purpose and functional spaces, opportunities for co-location of different uses for example around neighbourhood centres and the use of school facilities outside school hours and term times.
- 4 Provide sufficient floorspace for community facilities to ensure that as the population of the Garden Community grows there will not be pressure on their availability when needed the most.
- 5 Ensure the long-term viability and sustainability of community facilities through stewardship and ongoing monitoring.
- 6 Support the health and wellbeing of the residents and users of the Garden Community by delivering a wide range of health and social infrastructure on-site, and through implementation of the Chelmsford City Council Livewell Development Accreditation Scheme.
- 7 Design open spaces to support healthy communities by encourage preventative health care, and allocation of space for non-traditional health measures such as community gardens, and allotments.



# GUIDING FRAMEWORK PRINCIPLES : HEALTH AND COMMUNITY INFRASTRUCTURE

A community is about more than buildings, it is about people and with the right provision of flexible floorspace within the Garden Community they will be given the opportunity to meet and interact and develop the sense of belonging which comes with that.

The development will support the health and well-being of the residents and users of the Garden Community by delivering a wide range of health and social infrastructure on-site. This, alongside the implementation of the Chelmsford City Council Livewell Development Accreditation Scheme, will help to promote the physical and mental well-being of all those who experience the development.

The Site could accommodate a resident population of up to 13,200 people (based on an average household size of 2.4 - derived from 2011 Census data for Chelmsford City). It is therefore important that social infrastructure provision meets the needs of these new residents and households from a range of demographic backgrounds who have different interests and demands. The amount of health and community floorspace will be secured at OPA stage, and then the detailed design and layout will be established at RMA stage.

The following section has been drafted based on the assumption that the Developer Consortium is currently proposing a total of 5,500 new homes for the Chelmsford Garden Community. In the event, the overall number of homes proposed changes, the approach to health and social infrastructure provision will be reviewed to ensure the

proposals meet the needs of the population. Updates will be possible through the IDP which is a 'live' document. Any updated requirements will then be secured via a S106 as OPAs are determined.

## DEVELOPMENT AT VILLAGE CENTRES

**The Garden Community will comprise of four distinct new village centres identified on the Illustrative Masterplan in Section 5:**

- Park Farm Village
- Great Belsteads Village
- Hawthorn Village
- Willow Hill Village

**Each village centre will have the ability to deliver a range of community facilities. Facilities secured by the IDP include:**

- Primary healthcare e.g. GPs, pharmacies, dentists, and opticians (IDP Reference B1)
- Community Space at Great Belsteads Village and Park Farm Village (IDP Reference D4 and D5)

**Other community facilities that could come forward include, but are not limited to:**

- Libraries
- Gallery/exhibition space
- Museums
- Public houses

- Places of worship
- Indoor Sports facilities (i.e. gyms); and
- Open spaces
- Arts and Cultural Facilities

Whilst Park Farm Village will be the largest centre, and delivered in Phase 3 (See DFD Section 9), each phase brought forward in advance of this will be connected to local facilities. The majority of Phase 1 and 2 development will be serviced by either Great Belsteads Village or Willow Hill Village (both delivered in Phase 1), whilst the southern portion of OPA 2 delivered in Phase 1 will be connected to Beaulieu to the south via a crossing over the RDR1 (Beaulieu Parkway). This phasing ensures no residents are left without sustainable access to local facilities, whilst the CGC reaches a critical mass to support the larger and more centralised Village Centre.

Each OPA will identify an amount of non-residential floorspace within these centres, including a breakdown of floorspace by Use Class. The detailed range and mix of community floorspace within this will need to be reviewed as part of an on-going process as the scheme progresses and residents' needs become clearer. Final details would be secured within RMAs. The composition and range of uses located within these centres will vary in terms of their size and when they are delivered, but they will be designed to ensure that uses within them complement rather than compete with those elsewhere in the development. The character and density of these areas are described further in Section 8 of this DFD.

**IDP Reference:** D5



# GUIDING FRAMEWORK PRINCIPLES : HEALTH AND COMMUNITY INFRASTRUCTURE



## HEALTHCARE PROVISION

The overall population size suggests potential demand for approximately eight GPs (plus associated primary healthcare services) once the development is complete and fully occupied. Interim provision could be provided in the earlier years of the development, co-located within neighbourhood centres in line with growth in demand and subject to the needs of the local Clinical Commissioning Group (CCG).

Prior to submission of all OPA’s pre application discussions will take place with the Mid-Essex CCG (soon to become part of new Integrated Care Systems). Once the capacity and trigger for delivery is established through the OPA’s the IDP will be revised accordingly to ensure the Garden Community provides the necessary primary healthcare capacity to meet demand at the appropriate time.

Healthy communities will also be supported through the design of both open space and streets promoting active movement (See Movement and Green and Blue Infrastructure GFP sections for more information).

**IDP Reference:** B1 and B2

## COMMUNITY SPACE

Early provision of community space (which can accommodate a range of different uses) will make a significant contribution to placemaking and feelings of wellbeing and belonging as new residents move onto the site.

Where appropriate, community uses will be co-located with each other and/or shared between different groups and users. This makes efficient use of community assets, supports long-term viability of facilities, and encourages positive interaction between different demographics that might not otherwise take place.

The masterplan allows for provision of a range of different types of community floorspace. This has been informed by the following benchmarks/standards (as identified through discussions with CCC and ECC):

- 111sqm per 1,000 people (based on neighbouring South Cambridgeshire’s standard) for community meeting space e.g. village halls, community halls, church halls and pavilion buildings;
- 73sqm per 1,000 people (based on standards applied by the Arts council and the former Museum, Libraries and Archives (MLA)) for arts and cultural space (including libraries);
- The Sport England Facilities Calculator (outputs for 5,500 homes/13,200 people).

It is important to note that there is likely to be considerable overlap between the various community, arts/cultural, and indoor sports uses on-site. It is also expected that some of these uses will be based in facilities such as schools subject to a Community Use Agreement (as is likely to be the case with the majority of the indoor sports provision although the community meeting spaces can still be designed to accommodate use for indoor sports use on a smaller scale)

**IDP Reference:** C4

## Public Art

Public art will play an important role in enhancing place making across the community. The Site Wide Design Principles Document will include a strategy for public art that each OPA will need to adhere to.

## CIL PAYMENTS

In addition to the delivery of community infrastructure, a financial contribution to Chelmsford’s infrastructure will be made via the Community Infrastructure Levy secured at OPA stage.

The list of infrastructure that CCC considers could be funded, wholly or partly by all CCC Community Infrastructure Levy payments, is set out in the Council’s Regulation 123 List. Examples of funded infrastructure include leisure centre improvements, Widford Park and Ride (IDP Reference C4), improvements to landscape, habitats and access to the countryside, and healthy living and well-being initiatives.

Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Quantum and location of facilities	✓			✓
Detailed design and layout of facilities		✓	✓	
Planning Policy	Policy S5, S9, S10, SGS6 & DM20			
Evidence Base	DFD Health and Social Infrastructure Technical Appendix			









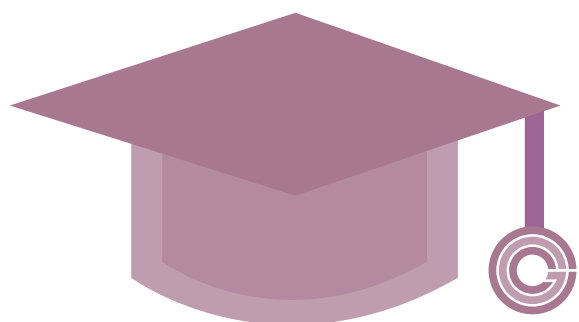
## GUIDING FRAMEWORK PRINCIPLES : COMMUNITY INFRASTRUCTURE **EDUCATION**

### “ OBJECTIVE



**Deliver outstanding educational facilities** where pupils' health is promoted by encouraging safe and active travel to school, **where their educational journey supports them reaching their maximum potential** through modern well-designed spaces, and where the community benefits through schools being located within village centres and providing shared facilities for wider use.

”



### GUIDING PRINCIPLES

- 1** Ensure a range of inclusive, integrated and high-quality educational facilities are available to the local population to meet demand as the development grows and homes are occupied.
- 2** Provide schools and educational settings that prioritise the health and well-being of children through well-designed amenity and play spaces, as well as being accessible by active modes of transport
- 3** Address the educational needs of all children living in the Garden Community, including those with additional and/or special needs.
- 4** Set schools in locations that make active travel the most attractive mode of transport; minimise school run traffic and enable school buildings to face onto high quality traffic free public realm.
- 5** Deliver a sustainable built and natural environment around each school that enhances learning, health and well-being.
- 6** Support life-long learning, community use and local sports clubs through spaces that can be hired outside of school hours.



## GUIDING FRAMEWORK PRINCIPLES: COMMUNITY INFRASTRUCTURE EDUCATION



Access to high quality education and training can play a major part in breaking down inequalities and improve social mobility. By providing high quality education facilities CGC will allow the best possible chance for pupils to enjoy learning and reap the benefits this brings at later stages in life.

The allocation of appropriately located and sufficiently sized sites for childcare facilities and schools will be secured as part of OPAs, with the detailed design being secured as part of relevant RMA's. The process for the delivery of schools, shared use facilities and any Education Contributions will be established as part of future S106 agreements with the OPAs.

The following section has been drafted based on the assumption that the Developer Consortium is currently proposing a total of 5,500 new homes for the Chelmsford Garden Community. In the event, the overall number of homes proposed changes, the approach to education provision will be reviewed to ensure the proposals meet the needs of the population. Updates will be possible through the IDP which is a 'live' document. Any updated requirements will then be secured via a S106 as OPAs are determined.

### NUMBER OF SCHOOLS

As the Garden Community will deliver around 5,500 new homes it is critical that the proposals include a range of educational provision to meet the needs of the new resident population.

This provision will take the form of five schools delivered across four sites. This provision will take the form of five schools delivered across four sites - as shown on the Land Use and Access FPP in Section 7. There will be four primary schools (with co-located early years

provision) and one secondary school (potentially with a sixth form if required – subject to advice from DfE). A summary of the proposed school sites and their broad locations is provided below:

#### Primary Schools

- 1 x primary school (2.4ha site) in the Great Belsteads Village (OPA1);
- 1 x primary school (2.1ha site) in the Willow Hill Village (OPA2);
- 1 x primary school (2.1ha site) in the Hawthorn Village (OPA2);

#### All Through School

- 1 x All Through School (12.1 ha total site, including 1 x Primary School and 1 x Secondary School) in the Park Farm Village (OPA2).

As part of the CGC's commitment to education, a contribution to education and training (skills of post-16 adults is provided in the IDP and land within the All Through School site is provided for a 6th Form College.

The targets for the delivery of school facilities and places will be established through the Stage 2 Masterplan OPA's kept under review via the agreed IDP mechanisms as the development progresses to ensure that provision keeps up with demand and, similarly, where demand does not reach anticipated levels, that facilities are not expanded or do not come forward unnecessarily.

The new schools proposed would be delivered in addition to those already operating or proposed as part of the Beaulieu development to the south of the Site - these include an all-through school and a standalone primary school.

**IDP Reference:** A3, A4, A5, A6, A7, A8, A9

### EARLY YEARS AND CHILDCARE PROVISION (EY&C)

The three primary school sites and the all-through school site will each accommodate a co-located EY&C facility (each 56 place). Two 56 place standalone early years facilities have also been identified to be delivered in Great Belsteads and Park Farm village centres. However, depending on the demand arising from the development, there is flexibility within the village centres across the Garden Community to deliver up to a further two standalone facilities (based on 5,500 qualifying dwellings), as demand requires. This will be monitored through the IDP. These facilities will need to be delivered to an appropriate standard, supported by appropriate financial contributions, and provide the range of early years and childcare services for children aged 0-5, along with additional childcare provision (e.g. wrap around and holiday club care for all children aged 5-14 and children aged 5-25 with special educational needs and disabilities (SEND). Further information on needs, costings and design is set out in the Essex Developers' Guide.

**IDP Reference:** A1 and A2

### SPECIAL EDUCATIONAL NEEDS (SEN).

Those with SEN that can be educated in mainstream environments will be catered for on-site. Children with more specialist needs will be educated off-site in the County's existing SEN support infrastructure. These more specialist needs are met by developer contributions through the IDP (IDP Reference A10).

Much of the SEND provision will come in the form of specific equipment or detailed internal design, however details of matters such as level access, safe car parking and the provision of adequate space and facilities (i.e. disabled washrooms) will be provided at RMA stage.

**IDP Reference:** A10



GUIDING FRAMEWORK PRINCIPLES : COMMUNITY INFRASTRUCTURE  
EDUCATION



LOCATIONAL REQUIREMENTS

The school sites will be located to ensure that ECC’s requirements for exemplar education layouts can be accommodated in detailed RMA stages of planning and design. This includes consideration of school premises in relation to roads; walking and cycling routes; and village centres. Schools will be located next to village centres so that they are not separated from these community focal points and this will be secured within masterplans as part of each OPA.

There will be a target that each school site be within walking distance of homes (where possible within 800m) and with good access to safe walking, cycling and public transport routes/networks, so that parents and pupils can travel to school using active means without concerns over travel time or road danger.

The location of the schools will ensure that each neighbourhood is served by its own primary school within walking distance of households. The secondary school will have a wider catchment that covers not just CGC but potentially areas beyond the site boundary depending on pupil/parent preferences and choice.

Due to its central location, the all-through school will be designed to enable community use of facilities on-site (via a Community Use Agreement with the future school operator).

In line with ECC requirements, each OPA will submit a Land Compliance Study for each school site located within the OPA boundary. This will be undertaken to ensure that the sites identified within the masterplans are suitable and deliverable for education purposes.

PROCESS FOR DELIVERY

Whilst the process for delivering each of the schools on-site is subject to further review, it is expected to involve the following stages in close consultation with ECC:

- Agree the size, location and servicing requirements of each site at the OPA stage and secured via the S106 agreement;
- Occupation triggers will be agreed and inputted within in the IDP, with ECC, for when the school sites needed to be handed over;
- In accordance with the agreed trigger for delivery, ECC will be provided with a serviced site which will be prepared to meet the standards set out in ECC’s Developers’ Guide to Infrastructure Contributions (2020) or any other relevant successor document;
- ECC will then take forward the design and construction of the school in question and submit separate full planning applications and reserved matters applications to CCC;
- A developer Education Contribution will be paid to ECC which will also be linked to housing occupations as set out in the most up to date IDP.

Further information on the process for delivering schools is set out in ECC’s Garden Communities and Planning School Places document

This process will be established as part of future Site Specific S106 agreements, which will be agreed as part of the OPAs. The detailed design of the schools at RMA stage will include matters such as secure access, cycle parking, green spaces, biodiversity enhancements, the material of the buildings and the internal layout.

Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Location of land for schools	✓			✓
Land Compliance Study	✓			✓
Design and Delivery of School		✓*		
All Through School Shared Use Facilities	✓			✓
Education Contributions	✓			✓
Planning Policy	Policy S9, S10, SGS6 & DM20			
Evidence Base	Education Technical Appendix			

**Note:** further detail on the potential delivery process for each school is set out in more detail in the supplementary text below.  
\* Schools to be delivered by Essex County Council.



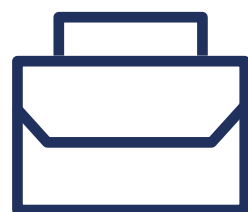






## GUIDING FRAMEWORK PRINCIPLES : **EMPLOYMENT**

### “ OBJECTIVE



**Provide high quality, amenity-rich employment space that serves the emerging local and wider population** and accommodates a range of uses to facilitate a self-sustaining and mixed-use Garden Community, minimising the need for external travel.”



## GUIDING PRINCIPLES

- 1 Provide a mix of employment spaces for small, medium and large businesses, and the potential for multiple users including expanding businesses, SMEs and start-ups.
- 2 Provide flexible floorspace that can respond to changing economic drivers and demands for different technologies over time.
- 3 Deliver high quality buildings and spaces, including attractive amenity space co-located alongside other facilities, to create a healthy and sustainable working environment.
- 4 Locate employment provision at accessible and sustainable locations across the Garden Community, connected by safe pedestrian/cycle routes and public transport corridors, to encourage more sustainable patterns of movement.
- 5 Deliver energy-efficient buildings that are constructed with a fabric first approach, incorporating renewable energy technologies where possible, and that make provision for EV Charging and battery storage (where feasible).
- 6 Provide ‘Superfast’ broadband connection to all homes and businesses to meet the needs of a range of behavioural work patterns across different commercial sectors including home and flexible working arrangements.





# GUIDING FRAMEWORK PRINCIPLES : EMPLOYMENT

By providing a variety of different opportunities for employment the development will support the economic success of not only the Garden Community, but also the wider Chelmsford area. By providing a variety of flexible employment Hubs CGC will, as much as possible, support a reduction in private vehicle movements and help create a sense of local identity and healthier happier communities.

### Amount of Floorspace

Policy SGS6 allocates 45,000sqm of high-quality office/business park employment floorspace, with the prospect for an Innovation Park that could attract leading businesses in the Research and Development, and High Technology sectors. This allocation would deliver over 80% of the City Council’s employments provision across the current Local Plan period.

The Evidence Base Employment Space Summary demonstrates that there is capacity for around 57,000sqm of dedicated employment floorspace within the three Employment Hubs. This will be supplemented by around 9,700sqm of non-residential commercial, employment and community floorspace in village centres to support the local economy. Around 9.2 hectares of land is allocated for dedicated employment use across two main hubs of a similar size, and smaller scale flexible employment hub north of the existing Channels Complex.

The proposed Employment Hubs will complement the existing and emerging employment areas at Regiment Business Park, Beaulieu Square, Beaulieu Exchange and Beaulieu Railway Station Hub to ensure CGC will contribute significantly to the economic growth of the City.

### Use and Location of Floorspace

A balance of provision will be achieved to address both the strategic employment offer and local functions providing jobs close to where people live that will make an important contribution to delivering placemaking and sustainability.

Flexibility and adaptability will be important characteristics for the provision of employment uses as business and market needs change and evolve. Flexibility will be required to address:

- Change over time: provide a ‘ladder’ of premises with reference to size and price point, to retain businesses as they grow – provide for start-ups, grow-on space and larger footprints for established Businesses.
- Change between uses: provide adaptability within buildings.
- Choice of premises: from serviced plots to completed buildings of different sizes, for lease and purchase.
- Temporary uses: the long-term phasing of the CGC is likely to create a need for temporary uses to be accommodated.

Despite the need for flexibility, it will also be important to secure the long-term use of sites for employment. This would be secured through the use of appropriately worded planning conditions.

The potential use types and location of the key employment locations are as follows and as identified on the Illustrative Masterplan in Section 5.

### CGC Innovation Hub

The CGC Innovation Hub (4.79ha) could target the office/high tech sectors, as well as other key growth areas such as creative, digital, media and, business and professional services. Locating the Innovation Hub on Essex Regiment Way would concentrate higher employment density uses close to the primary road network and public transport services. This high-profile location at one of the gateways to the CGC will be important in attracting future occupiers within the parkland setting of Channels Discovery Park. Based on the Employment and Village Centre Uses Space Summary this could accommodate around 39,940sqm of employment floorspace.

### Willow Hill Employment Hub

Concentrating ‘last mile’ logistics activity at the Willow Hill Employment Hub (3.89ha) would help create critical mass and the benefits that arise from clustering. The Northern RDR and CNEB would provide accessibility to the strategic highway and rail networks, enabling the hub to integrate with the wider economy of the East of England. The strategic location could enable the transition of goods to more sustainable last mile delivery vehicles to CGC and the wider City. Based on the Employment and Village Centre Uses Space Summary this could accommodate around 15,566sqm of employment floorspace.

### Channels Employment Hub

Part of the Channels Village Extension, the Channels Employment Hub (0.51ha) will take the form of a small collection of barns ideal for small business or co-working spaces. Based on the Employment and Village Centre Uses Space Summary this could accommodate around 1,440sqm of employment floorspace.

### Village Centres

The four Village Centres will support the local economy and provide a range of retail, leisure, commercial, arts, cultural, community, healthcare, education, and employment floorspace. Based on the Employment and Village Centre Uses Space Summary the four villages could accommodate around 9,757sqm of flexible non-residential village centre uses. This could accommodate around 250 to 500sqm of co-working and small-scale workspace hubs in each village. This would support small-scale business in a sustainable location and could be particularly important to support the predicted increase in home working.

The final quantum and location of employment floorspace will be established by the Stage 2 Masterplan OPAs, whilst the detailed design will be delivered as part of subsequent RMAs.

Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Amount and location of employment land	✓		✓	
Detailed Design		✓	✓	
Retention of employment uses		✓	✓	
Planning Policy	Policy S6, S8, SGS6, DM4,			
Evidence Base	North East Chelmsford Garden Community Employment Study. Chelmsford Industrial Market Report, BNP Paribas Real Estate. Chelmsford Garden Community Employment Space Summary.			





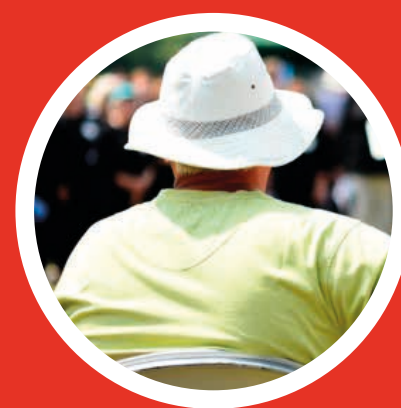
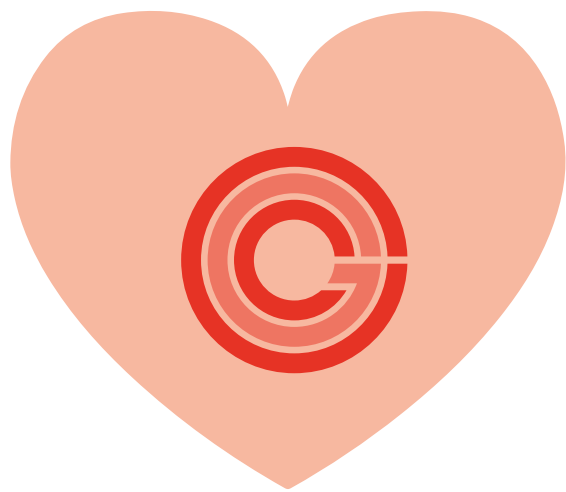
## GUIDING FRAMEWORK PRINCIPLES : **STEWARDSHIP**

### “ OBJECTIVE



**Facilitate and implement governance structures** that provide for and fund the long-term management of the Garden Community, ensuring residents have ownership over decision-making, and place-keeping whilst facilitating creativity, health and well-being and generating community spirit to foster a sense of pride and belonging.

”



## GUIDING PRINCIPLES

- 1** Establish stewardship bodies early on in the planning and delivery process, following appropriate consultation as part of the preparation of an outline planning application, to ensure that they have a key role in the delivery of new communities from the start.
- 2** Site-wide stewardship will support the high-quality environments, biodiversity and wildlife enhancements that are being delivered ensuring they thrive beyond the construction period and contribute to the sense of place.
- 3** Robust management of open space and recreational resources will ensure that CGC delivers significant health and wealth being improvements for its residents.
- 4** Ensure long term management and maintenance of accessible green infrastructure and public realm that is collaborative and accessible with accountability that gives residents a say in what happens in their communities.
- 5** Deliver and facilitate local community cohesion and social value to help contribute towards a true sense of place.
- 6** Deliver an educational/skills resource, working with local schools and further education establishments.
- 7** Create a Stewardship Steering Group to ensure partnership with local residents and that is open to democratic, transparent and scrutiny procedures.
- 8** Create a Garden Community Management Trust, or other agreed body, involving early engagement with stakeholders and residents regarding the management and maintenance regimes and the design and funding of open space, public realm and Green Infrastructure within the Garden Community and consider the potential for income generating community assets.



GUIDING FRAMEWORK PRINCIPLES :  
STEWARDSHIP



It is critical that long term management and stewardship is considered early on in the planning of CGC and hardwired into delivery, financial and governance arrangements. If it is left until late on, there is the risk that a patchwork of management and maintenance approaches to the various public assets within the community could arise, with varying approaches to funding in order to be self-sustaining in the long term. This would make it very difficult for the local community to engage with the site’s stewardship in a meaningful way.

Putting in place robust structures and approaches to funding to secure long term stewardship is one of the core TCPA Garden City Principles. Outline Planning Applications will therefore put in place sustainable long-term arrangements for funding, management and maintenance of public spaces as well as community assets and will be an important aspect of the approach to place-keeping for the Garden Community.

STEWARDSHIP STATEMENT

Putting in place robust structures and approaches to funding to secure long term stewardship is one of the core TCPA Garden City Principles. OPAs will therefore be required to put in place sustainable long-term arrangements for funding, management and maintenance of public spaces as well as community assets and will be an important aspect of the approach to place-keeping for the Garden Community. The proposed process for this will be set out within a Stewardship Statement submitted at OPA stage.

- The Stewardship Statement will set out the approach to delivering:
- 1. One stewardship body across the CGC (excluding Beaulieu and Channels unless otherwise agreed by the respective entities).
  - 2. Promotion of community led development ensuring high levels of community participation and engagement.
  - 3. Appropriately costed and minimised service charges (subject to democratic changes).
  - 4. The body being a not for profit entity.
  - 5. The inclusion of assets (i.e. community buildings / sports provision).

STEWARDSHIP BODY

A consistent approach to stewardship and place-keeping will be established across the Garden Community. This will be secured through obligations set out within Site Specific Section 106 Agreements for each OPA Area that will require the establishment of a Garden Community Management Trust that shall be resourced and established by the first occupation of any new home. Such a body would be funded via a Service Charge approach. The final choice of structure will be agreed when site specific section 106 obligations are entered into and prior to the first occupation of any home.

The Management Body will act in accordance with an agreed set of common principles and structures to establish arrangements for community-led management of the strategic green and open spaces as well as health and well-being initiatives, community events, educational opportunities, maintenance and renewal of community assets; and guidance on the approach to funding, such as administration of service charges and responsibilities.

To secure the service charges, or other agreed funding systems, mechanisms will be used by developers that include legal covenants in plot purchasers’ deeds. Covenants will also be used to cover matters such as the upkeep of front gardens and property alterations.

SITE WIDE STEWARDSHIP STEERING GROUP

Alongside the Garden Community Management Trust, a formal governance structure will be established with oversight for the whole Garden Community to ensure appropriate common collaborative arrangements are in place.

The Stewardship Steering Group will have key oversight role in steering and advising the Management Body on strategic decisions and facilitating linkages between the new community and the wider area.

Such a group could include members of the local community, Parish Council, City and County Councils, the developer Consortium, and other local residents, resident groups and stakeholders.

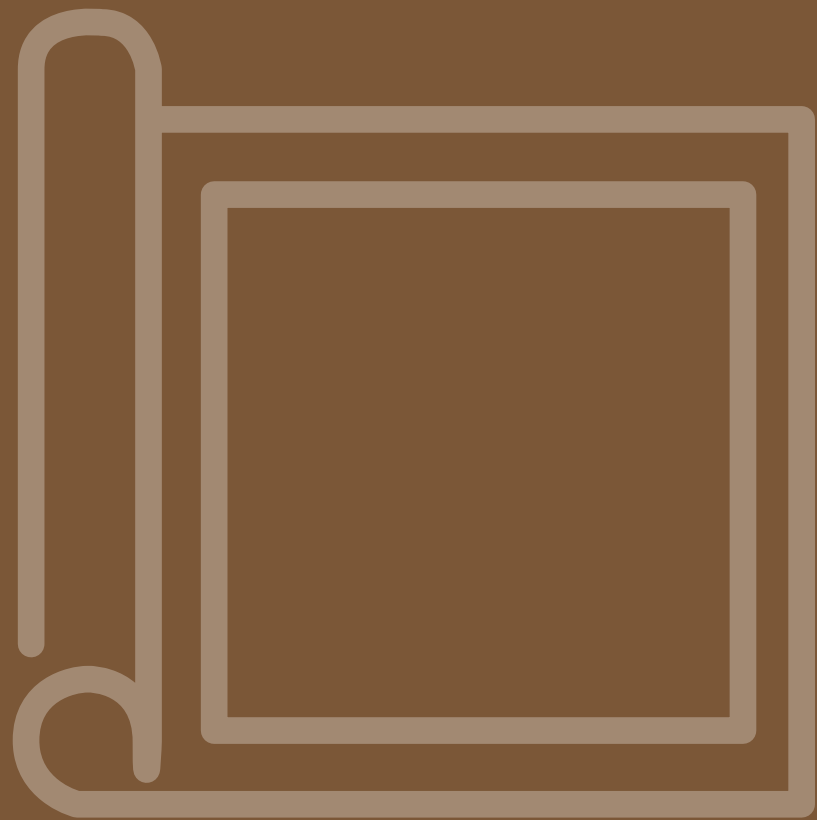
Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Stewardship Statement	✓		✓	
Stewardship Body set up implementation	✓			✓
Site Wide Stewardship Steering Group	✓			✓
Planning Policy	Policy S10			





# 07.

## FRAMEWORK PARAMETER PLANS



# FRAMEWORK PARAMETER PLAN

## LAND USE AND ACCESS PLAN

### FRAMEWORK PARAMETER PLANS AND DEVELOPMENT SPECIFICATION

This section will set out two Framework Parameter Plans (FPP's) which have informed the Illustrative Masterplan in Section 5 and are the first stage in defining the individual development plots within the Garden Community area and set the broad framework to inform the OPA's for the Stage 2 Masterplan as described in Section 2.

The FPPs have been informed by baseline assessments of the site's context and it's constraints, the Guiding Framework Principles and associated Evidence Base Documents.

**The two FPPs are as follows:**

- (a) Land Use and Access
- (b) Green Infrastructure

The FPP's will be used to guide the future Stage 2 Masterplan which will be the subject of more detailed assessment and testing through, for example, Environmental Impact Assessments. As such the alignment of Land Use boundaries and access routes will be subject to further urban design and engineering considerations as more information and knowledge becomes available through the OPA and RMA stages. Therefore the layouts should be considered indicative at this stage with precise quantum of land for each use and Green Infrastructure to be agreed within the parameter plans and Stage 2 masterplan at the OPA stage.

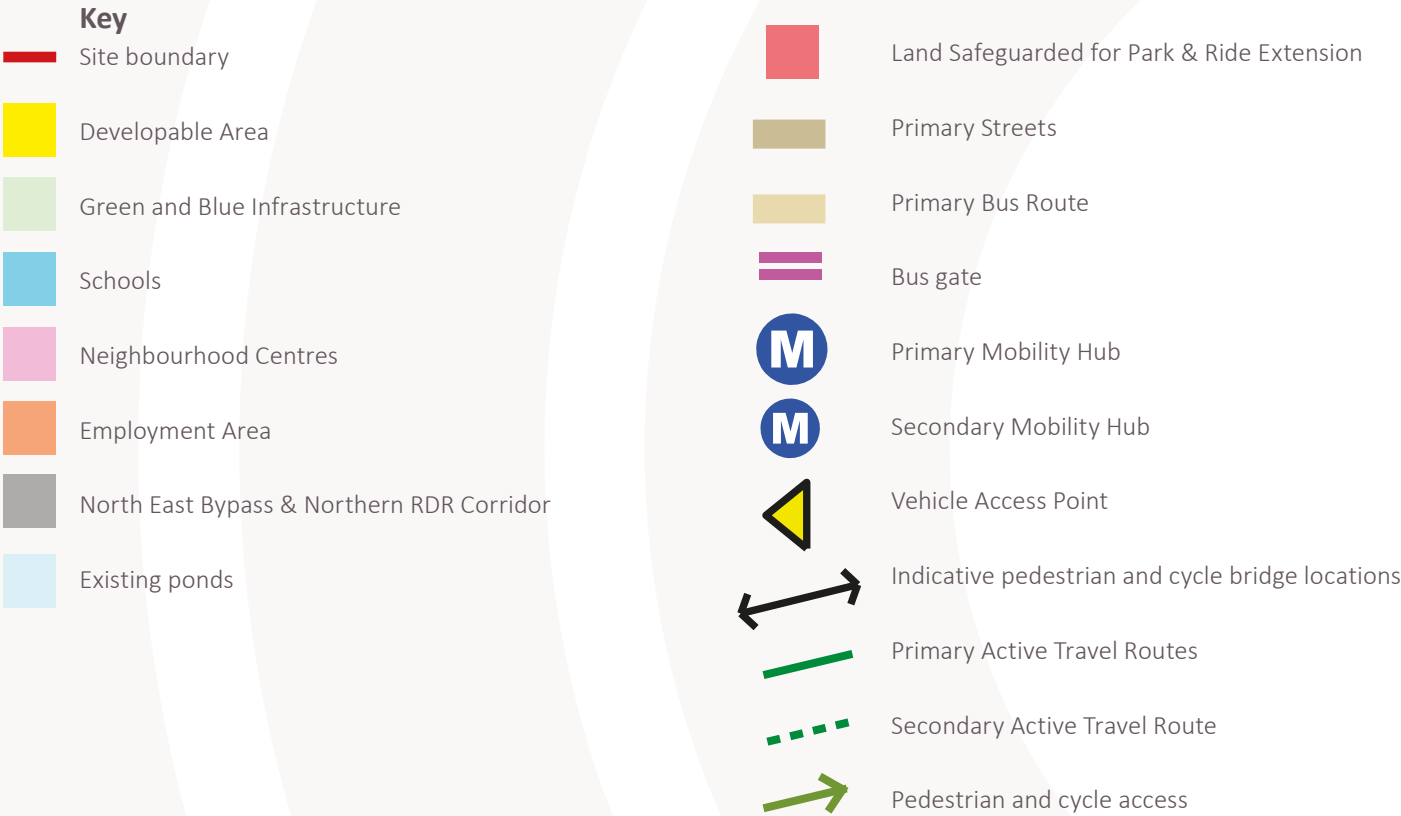
### LAND USE AND ACCESS FRAMEWORK PARAMETER PLAN

The Land Use and Access FPP quantifies land uses and establishes indicative alignments of primary elements of the movement network.

#### Development Specification

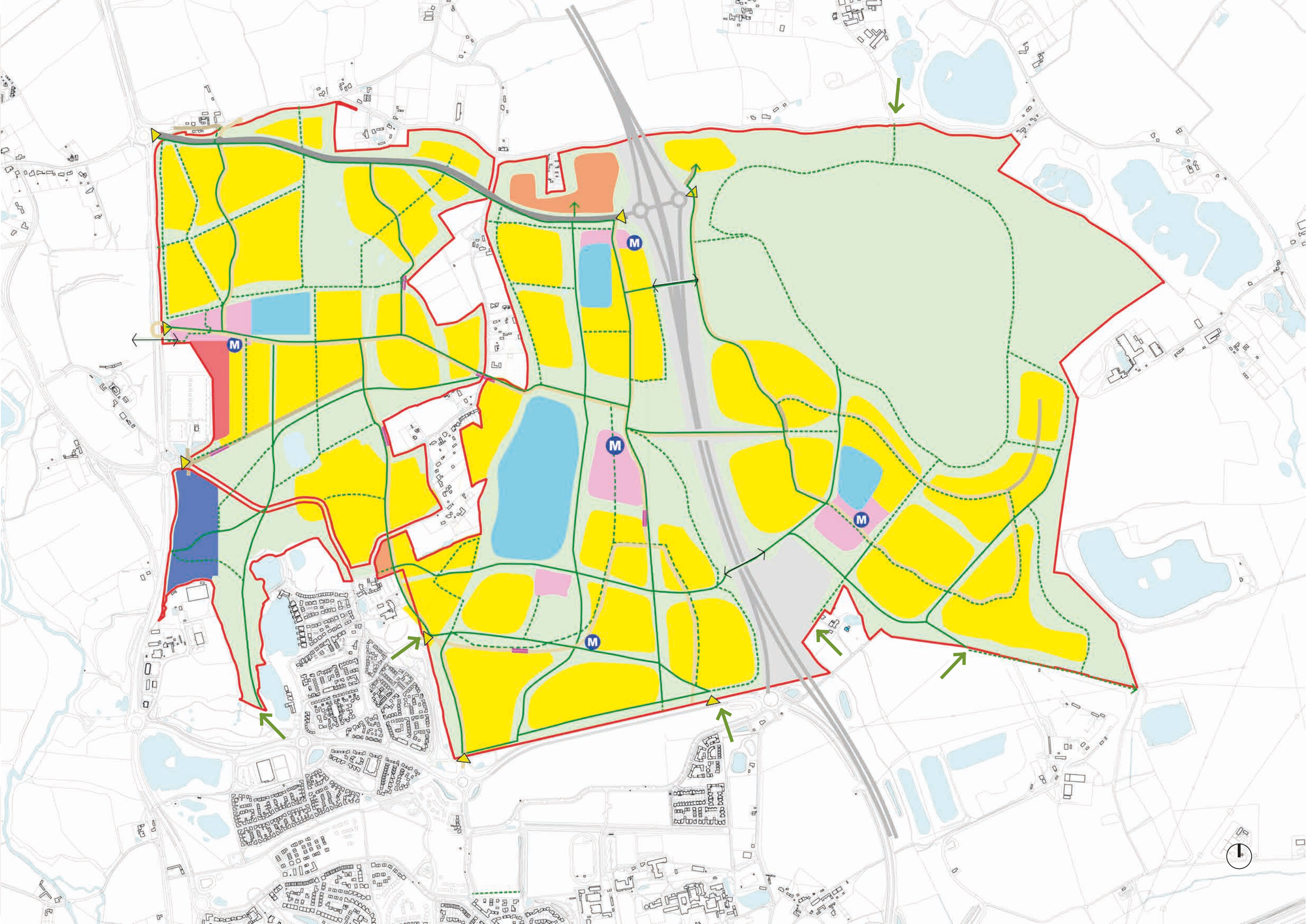
**The Land Use and Access FPP allocates the following indicative quantum of land for each land use:**

- 164.3 ha of residential land;
- 9.8 ha of mixed-use village centres;
- 9.2 ha of employment land;
- 17.8 ha of education land (three primary and one all-through school).



**Note:** Land use boundaries and the alignment of indicative routes within the site will be subject to urban design and engineering considerations as part of Outline Applicaitons and the approval of reserved matters.







# FRAMEWORK PARAMETER PLAN

## GREEN INFRASTRUCTURE PLAN

### GREEN INFRASTRUCTURE FRAMEWORK PARAMETER PLAN

The Green Infrastructure FPP differentiates between the different green infrastructure (i.e. Destination Parks, Greenways, woodland areas, formal sports facilities, allotments and community gardens and natural green space).

For the purpose of this plan, Green Infrastructure is defined as *“the network of natural and semi-natural spaces and corridors in a given area. These include open spaces such as parks and gardens, but also allotments, orchards, woodlands, fields, hedges, lakes, playing fields, footpaths, cycle routes, water courses and private gardens. GI is not limited to traditional green spaces, but can include various interventions to thread nature into streetscapes, or provide corridors of connectivity between the GI and heritage features (assets). Green Infrastructure is defined by its multifunctionality and can deliver a range of benefits to people, as well as biodiversity and landscape.”*

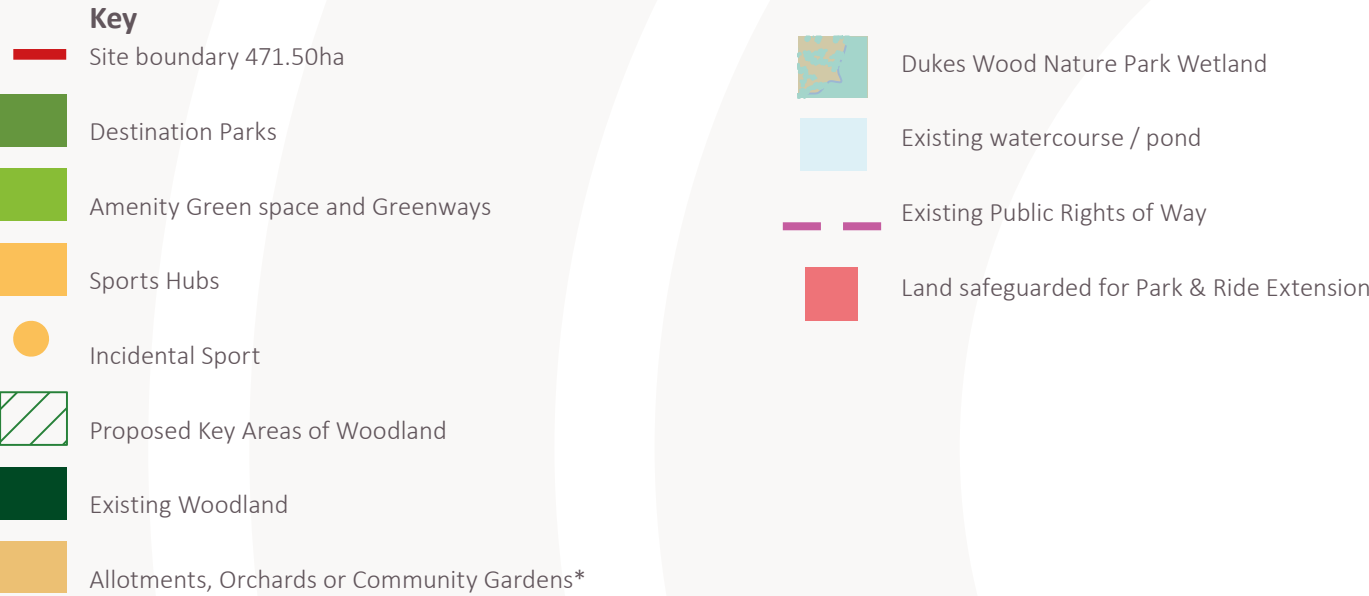
50% of the Garden Community site coverage will be Green and Blue Infrastructure (GBI) based on the total publicly accessible areas, as per the Green Infrastructure FPP, plus an assumption that 34% of the developable areas will include on plot GBI, which includes private gardens and green roofs in accordance with Garden City Standards\*.

### DEVELOPMENT SPECIFICATION

The Green Infrastructure FPP allocates the following indicative quantum of land for GI as follows:

- 83ha of amenity green space and Greenways
- 4ha of allotments/community gardens;
- 17.3ha of formal sports facilities;
- 34.7ha of proposed key areas of woodland
- 150.1ha of Destination Parks (including sports hubs, woodland and wetland)

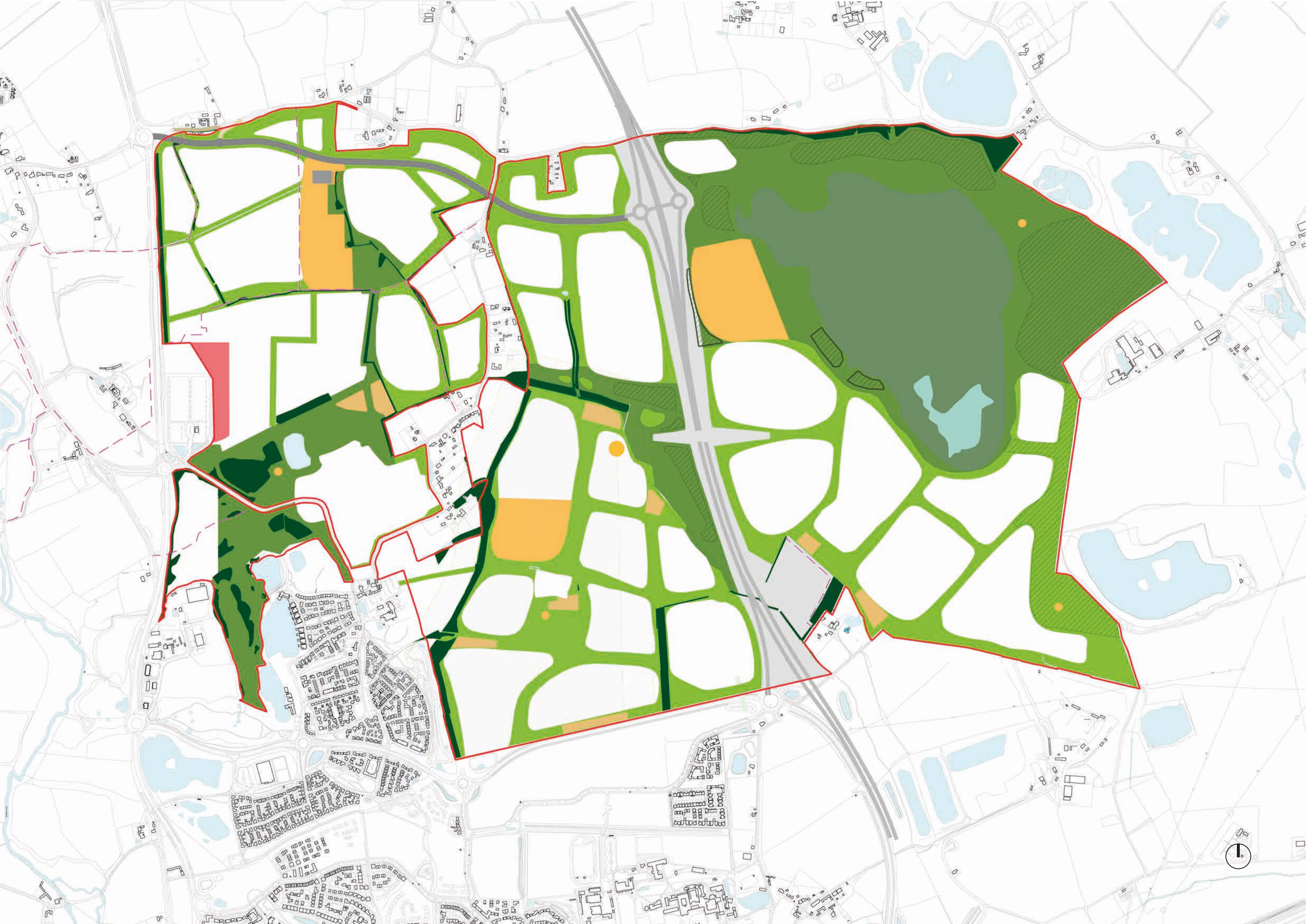
\* Garden City Standards for the 21st Century: Practical Guides for Creating Successful New Communities - Guide 7 Planning for Green and Prosperous Places. TCPA (2017, revised 2018)



**Note:** Land use boundaries and the alignment of indicative routes within the site will be subject to urban design and engineering considerations as part of Outline Applicaitons and the approval of reserved matters.

\*to be agreed at OPA and RMA stages.











# 08.

## CHARACTER AREAS

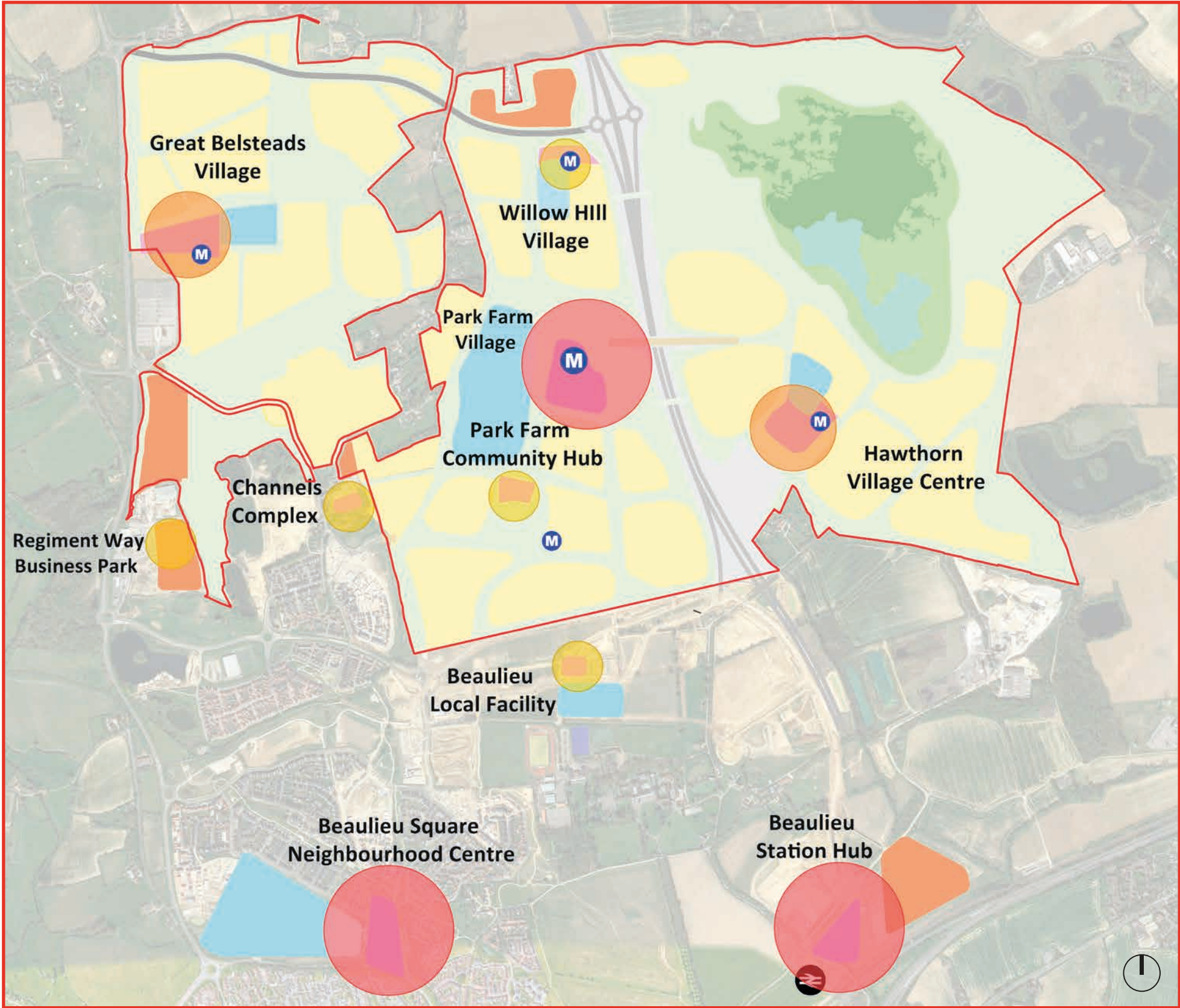
The masterplan comprises a series of linked but distinct neighbourhoods, or villages. The envisaged function and identity of each - including the Channels Village Extension and the CGC Innovation Hub - is illustrated and described in this section, starting with Park Farm Village.





CHARACTER AREAS

# VILLAGE CENTRES HIERARCHY DIAGRAM



CGC Illustrative Masterplan shows an array of village centres and hubs, each with its own character, size and mix of uses and each with a key role to play in the overall hierarchy of the new community.

Park Farm Village Centre will be the principal centre and will play the same role as Beaulieu Square and Beaulieu Station Hub to the south. These three principal centres will be supported by two secondary centres at Great Belsteads Village and Hawthorn Village.

There will then be smaller hubs at Willow Hill Village, Park Farm Community Hub, Beaulieu Local Facility, Regiment Way Business Park and Channels Complex.

Park Farm Village is in the geographical centre of CGC and is an optimum location on the crossroads of all key bus routes and major Primary Travel Routes making it the most sustainable and connected location within CGC.

Willow Hill Village serves the Employment Area to the north of the Northern RDR as well as the travelling showpeople site and Dukes Wood Sports Hub to the west.

Each of the Village Centres plays an important role in the overall strategy for CGC, making it a diverse and vibrant place that offers a variety of choices and caters to everyone's needs.

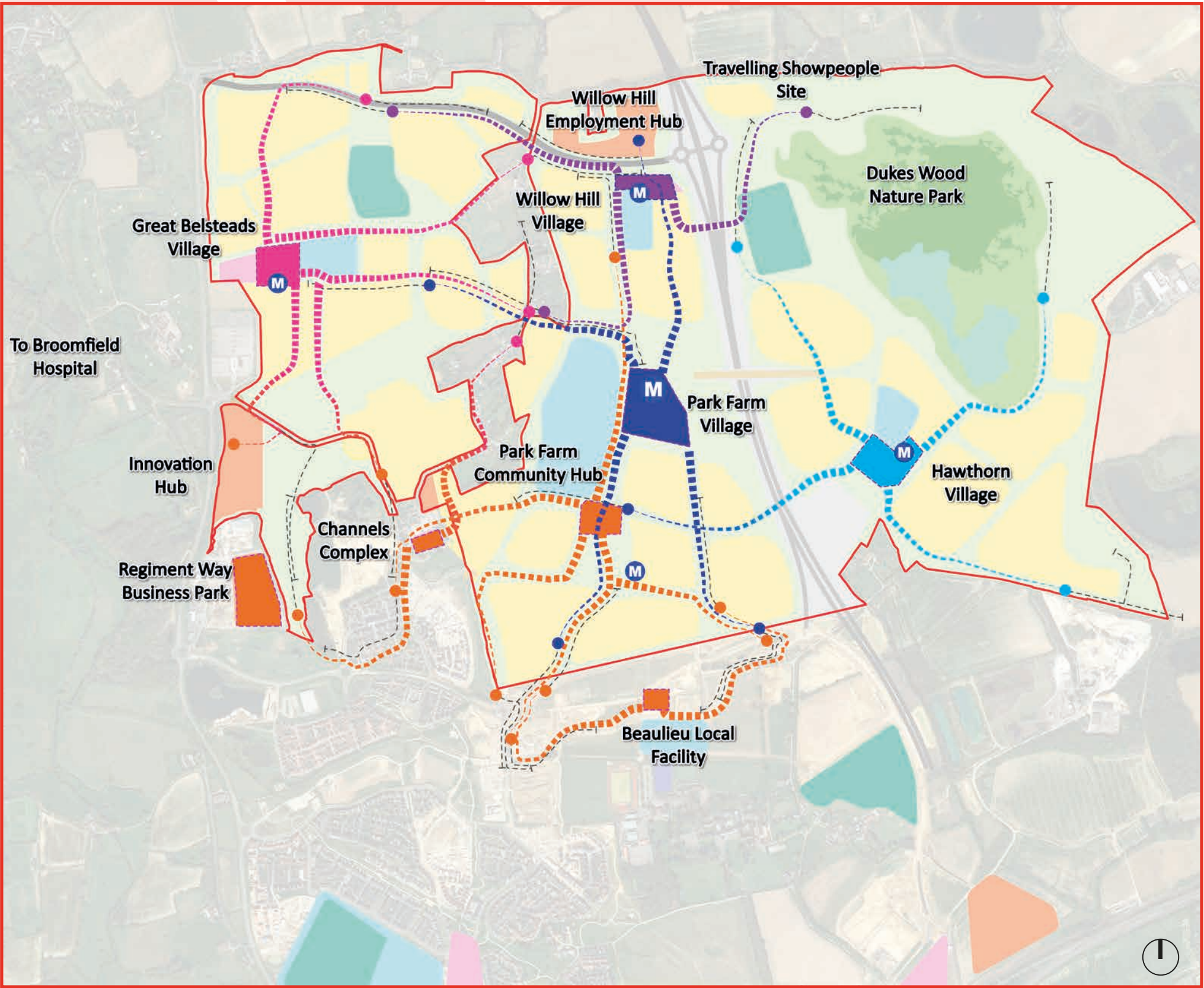
- Key**
- Principal Centre
  - Secondary Centre
  - Tertiary Centre



# CHARACTER AREAS

## VILLAGE CENTRES ACCESSIBILITY

The over-riding principle for the DFD is the implementation of the 15 minute Village concept, that is to say a maximum 15 minute journey to all your daily needs whether shops, work, leisure or schools. The adjacent diagram shows how this has been achieved and illustrates that over 95% of homes are conceivably within a 10 minute walk (800m) from a neighbourhood centre.



**Key**

- Proposed educational area
- Proposed centres and local facilities
- Sports and recreational facilities
- Employment area
- Developable area
- North East Bypass & Northern RDR Corridor
- Indicative 10 (800m based upon the average person's walking speed)
- Additional 5 minute walk (total 15)
- Mobility Hub



## CHARACTER AREAS

**PARK FARM VILLAGE**

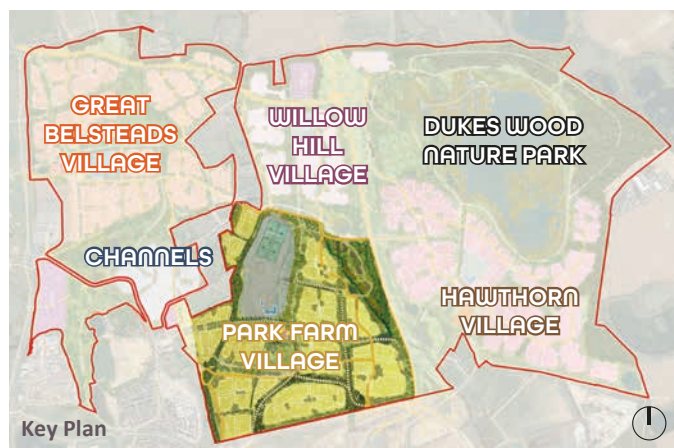
Park Farm Village is the principal village centre of CGC. Strategically located at the centre of the masterplan, the village centre houses a selection of shops, cafes and commercial space set around a public square. This mix of uses will service the day to day needs of the local community.

The main entrance of the All-Through School is accessed from the square. A landscaped Greenway links the village centre to the historic cluster of Park Farm buildings. Park Farm is to be refurbished and redeveloped as a community facility. The village centre will include a primary mobility hub, featuring bus stops, access to e-scooters and cycle hire, and supplementary uses.

The eastern edge of the Village Centre is bounded by Park Farm Meadows and Park Farm Brook. Homes along this edge take advantage of views over the landscaped ponds and swathes of tree planting.

**Density Strategy:**

Density of development increases around the village centre with 4 to 5 storey apartment buildings forming the core. Towards the edges of the village centre homes take the form of 2 to 3 storey townhouses. In the outer edges of the village density gradually decreases. Further information on densities can be found in the Density and Character Section.



Left:

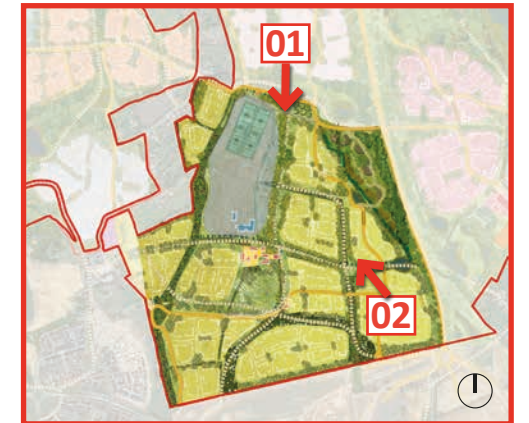
**01 Aerial View of the Village Centre from the North****Key**

- 1 Key feature buildings punctuate the arrival into Park Farm Village from the north
- 2 A substantial public square forms the heart of Park Farm Village
- 3 A pedestrian and cycle boulevard links the Village Centre with the retained Park Farm

Below:

**02 Aerial View of the Village Centre from the Southeast**

- 4 The Park Farm buildings are reconditioned into a Community Hub
- 5 Park Farm Meadows frames the eastern side of the Village Centre
- 6 The central spine of the Village Centre is conceived as a series of public spaces



Key Plan: Aerial Viewpoints





# CHARACTER AREAS

## PARK FARM VILLAGE



Plan:

### Illustrative Plan of the Village Centre

#### Key

- |                                |   |
|--------------------------------|---|
| 1 Village Square               | 8 Sports Pitches                                    |
| 2 All-Through School           | 9 Primary Mobility Hub                              |
| 3 Park Farm Meadows            | 10 Domsey Lane                                      |
| 4 Park Farm Brook              | 11 NE Bypass  |
| 5 The Ride - Heritage Trail    | All-Through School                                  |
| 6 Park Farm Community Hub      | Apartment buildings with mixed uses at ground floor |
| 7 Pedestrian & Cycle Boulevard |   |

### Park Farm Village Centre will provide:

- |                             |                               |                       |
|-----------------------------|-------------------------------|-----------------------|
| Medical centre              | Sports facilities             | Primary mobility hub  |
| All Through School          | Flexible community facilities | Stewardship office    |
| Parish Hall                 | Co-working space              | Wayfinding & Info     |
| Retail and grocery shopping | Public Square                 | Restaurants and cafes |



## CHARACTER AREAS

# GREAT BELSTEADS VILLAGE

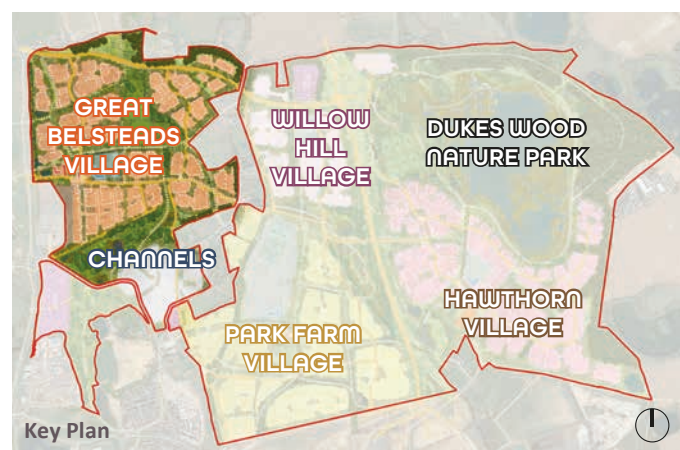
Great Belsteads Village announces the entrance into Chelmsford Garden Community from Essex Regiment Way. The threshold into the Garden Community takes the form of a landscaped arrival space - a transition space that sets the tone for the new neighbourhood through blue and green infrastructure.

Great Belsteads Village centre is slightly smaller than that of Park Farm Village. The majority of the shops, cafes, commercial and community spaces are located around a small car free village square.

The square also serves as the main entrance to the primary school. This positioning has the added benefit of separating the school building from the surrounding roads. Safe and peaceful walking and cycling routes to the school and village centre are incorporated into surrounding Greenways and pedestrian prioritised shared surface streets. The broad greenway to the southern boundary has the additional benefit of separating the road from the school site. A secondary mobility hub located at the centre of the village, with direct access to the Chelmer Valley Park and Ride makes getting about even easier. One of the most distinctive features of Great Belsteads Village is Channels Discovery Park which forms its southern and eastern boundaries.

### Density Strategy:

The village centre is comprised of four to five storey apartment buildings around the village square. Regular, dense, gridded streets of three storey townhouses provide the critical mass of density for a lively community heart. Further information on densities can be found in the Density and Character Section.



Below:

### 01 Aerial View of the Village Centre from the South

#### Key

- 1 A landscaped entrance area creates a sense of arrival at CGC
- 2 Shops, cafes and community facilities open out onto a car free landscaped public square
- 3 The primary school is also accessed from the square creating a safe and peaceful arrival space
- 4 The secondary mobility hub is conveniently located in the heart of the village centre with easy access to the Park and Ride
- 5 Greenways surround the school providing safe, car-free routes to the primary school
- 6 The public square is designed to be a pedestrian friendly area with raised road tables and planting to calm traffic





# CHARACTER AREAS

## GREAT BELSTEADS VILLAGE



Plan:

### Illustrative Plan of the Village Centre

#### Key

- |  |   |
|--|---|
| 1 Village Square                                       | 10 Land reserved for Park & Ride extension          |
| 2 Primary School                                       | 11 Chelmer Valley Park & Ride                       |
| 3 Secondary Mobility Hub                               | 12 Channels Discovery Park                          |
| 4 West entrance from Essex Regiment Way                | 13 Traffic calmed public square                     |
| 5 Greenway   | 14 Potential access points to Park & Ride           |
| 6 Pedestrian priority shared surface street            | Primary School                                      |
| 7 Landscaped buffer to school boundary                 | Apartment buildings with mixed uses at ground floor |
| 8 Landscaped entrance area                             | Pedestrian bridge                                   |
| 9 Terraces of townhouses and small apartment buildings |   |

### Great Belsteads Village Centre will provide:

- |                        |                             |
|------------------------|-----------------------------|
| Wayfinding & Info      | Primary School and Nursery  |
| Restaurants and cafes  | Community Facilities        |
| Secondary mobility hub | Retail and grocery shopping |
| Public Square          | Community Centre            |
| Co-working space       |                             |



## CHARACTER AREAS

## HAWTHORN VILLAGE

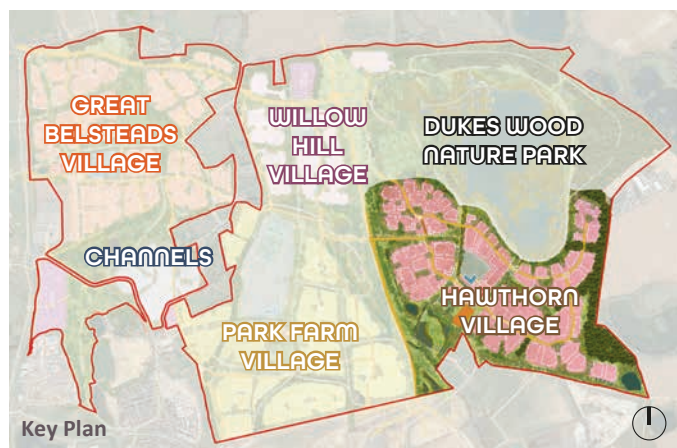
Hawthorn Village is the gateway to Dukes Wood Nature Park. The wetland habitat environment of the Nature Park is welcomed into the streets at the northern end of the village. Swales and green spaces in the surrounding streets draw the atmosphere of the wetlands into the residential neighbourhoods.

Greenways link the Nature Park directly to the village centre, promoting walking and cycling out into the various trails around the park. The heart of the village centre is a small village square activated with shops, cafes and commercial uses to cater to everyday needs. Forming the other side of the public space is a primary school.

The heritage assets of the former Boreham Airfield - the T2 Hangar and the Romney hut are, if possible, to be retained

**Density Strategy:**

Hawthorn Village is a secondary village centre. A grouping of three and four storey apartment buildings form the centre. Quickly the density reduces to terraced streets. Outside of the village centre lower densities and closer to the lake lower densities might be expected. Further information on densities can be found in the Density and Character Section.

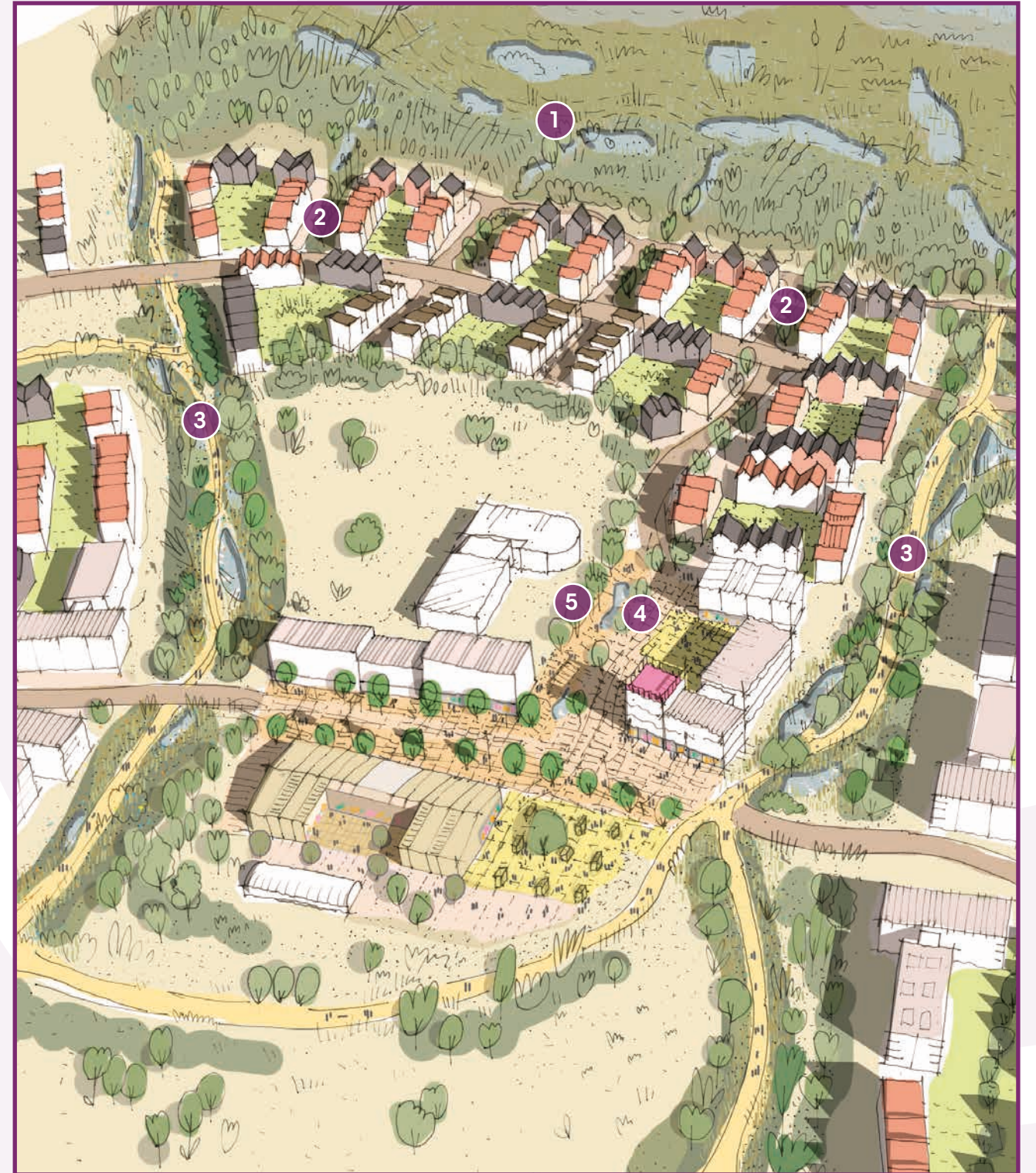


Right:

## 01 Aerial View of the Village Centre from the Southwest

**Key**

- 1 Dukes Wood Nature Park informs the character of Hawthorn Village
- 2 Wetland environments are directed into the surrounding streets
- 3 Greenways allow the Nature Park to be brought into the Village Centre
- 4 The pedestrianised Village Square features shops, cafes and community spaces
- 5 The traffic free school entrance is off the square too



Key Plan: Aerial Viewpoint



# CHARACTER AREAS

## HAWTHORN VILLAGE



Plan:

### Illustrative Plan of the Village Centre

#### Key

- 1 Village Square
  - 2 Primary School
  - 3 Greenway
  - 4 Village Green
  - 5 Swale streets leading to Dukes Wood Wetland
  - 6 Secondary Mobility Hub
  - 7 Attenuation pond area for NE Bypass
  - 8 Dukes Wood Nature Park
- Primary School
  - Apartment buildings with mixed uses at ground floor

### Hawthorn Village Centre will provide:

-  Secondary mobility hub
-  Retail and grocery shopping
-  Restaurants and cafes
-  Co-working space
-  Wayfinding & Info
-  Community Facilities
-  Primary School and Nursery
-  Public Square



## CHARACTER AREAS

## CHANNELS COMPLEX EXTENSION

Channels Complex Extension is seen as a complementary addition to the existing Channels Village and a continuation of the character of the Channels neighbourhood.

The new employment hub takes the form of a small collection of barns surrounding a modest landscaped square. The barns will be ideal for small businesses or co-working spaces. The square will connect to the proposed orchard as a series of public spaces. To the east of the orchard, a crescent space directs the walking and cycling routes down the Greenway to Park Farm.

Homes facing onto Pratt's Farm Lane and Domsey Lane will be sensitively designed to respect the character of the existing country lanes.

New homes in the Channels Complex Extension will respond to the character of the historic lanes and farm buildings as well as the more recently built homes in the area. The new development will continue to combine pocket parks and squares within the neighbourhoods as well as more extensive parkland on the doorstep.

**Density Strategy:**

Channels Complex extension will continue with a similar density to the earlier phases of the village. Low rise, medium density will be introduced to respect the setting of the heritage farmsteads in the village centre. Densities around the green edges could decrease. Further information on densities can be found in the Density and Character Section.



Existing Channels Complex



Existing Channels Complex



Existing Channels Complex



Existing Beaulieu Complex



Existing Channels Complex



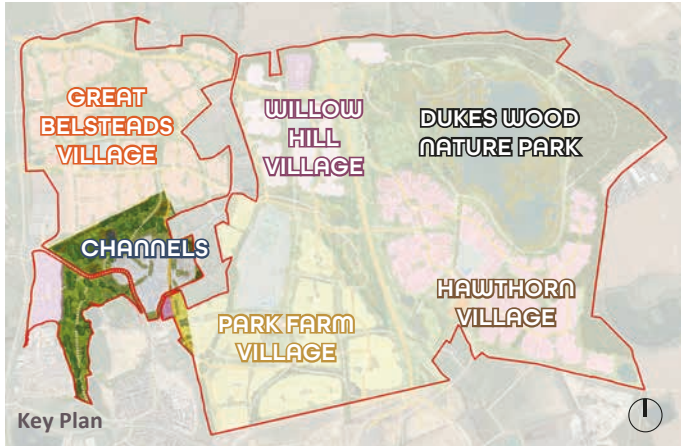
# CHARACTER AREAS

## CHANNELS COMPLEX EXTENSION



Plan:  
**Illustrative Plan of the Village Centre**

- Key**
- 1 Channels Village Centre
  - 2 Channels Employment Hub
  - 3 Channels Orchard
  - 4 Greenway to Park Farm
  - 5 Channels Discovery Park
  - 6 Vehicle entrance from Channels
  - 7 Channels Phase 6 (under construction)
  - 8 Pratts Farm Lane - active travel route
  - 9 Village Green
  - 10 Domsey Lane
  - Existing buildings



**Channels Complex provides:**

- Restaurant and cafe
- Hotel
- Co-working space
- Wedding venue



## CHARACTER AREAS

# WILLOW HILL VILLAGE

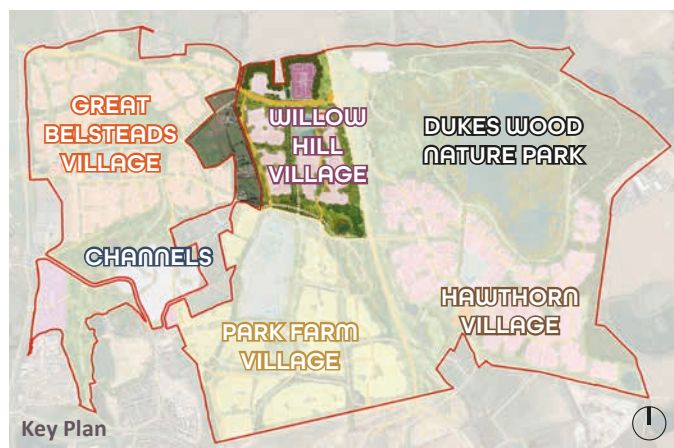
Willow Hill Village lies east of Domsey Lane, and adjacent to the deep landscaped buffer that will define the western edge of the future North East Bypass. It will be connected to Dukes Wood Nature Park by one of the principal crossings over the bypass corridor.

The mixed use centre of the Village is envisaged as of a height and density that will provide a strong and protective edge towards the road junction, sheltering the public square and Primary School entrance to the immediate south-west.

The smallest of CGC's village centres, the village square is designed to accommodate a cluster of shops and amenities to serve the local population as well as workers from the employment area across Northern RDR. The employment area is located to take advantage of the direct connections to the North East Bypass. This relationship would be ideal for distribution or light manufacturing uses. Willow Hill Village is well served by a central Greenway. The connection promotes active travel to and from the village centre from the rest of the Garden Community.

### Density Strategy:

The village itself is formed from a dense network of two to three storey terraces, raising up to four storeys around the village square. The terraces closest to the Bypass are orientated to reduce views over the road and further screened by a planted buffer to the road edge. Further information on densities can be found in the Density and Character Section.



Below:

### 01 Aerial View of the Village Centre from the North

#### Key

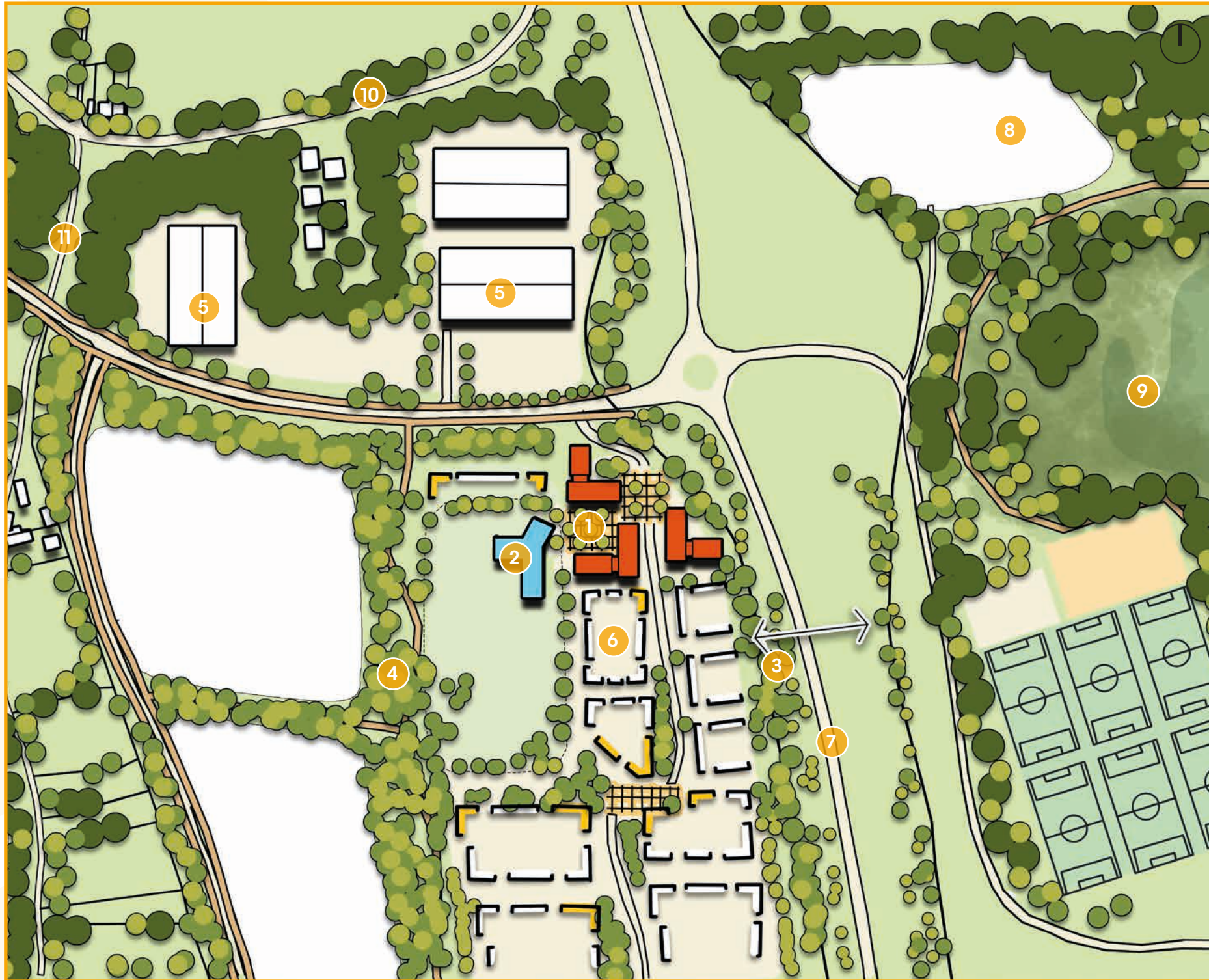
- 1 A strong landscaped buffer provides screening to the Village Centre from CNEB
- 2 Apartment buildings are laid out to frame the public square as well as further shelter from the road junction
- 3 The Primary School is accessed from the car free landscaped square
- 4 The central Greenway spine connects the Village Centre to Park Farm Meadows
- 5 Access to Duke's Wood Nature Park is via the pedestrian and cycle crossings at the adjacent road junction





# CHARACTER AREAS




## WILLOW HILL VILLAGE



Plan:

### Illustrative Plan of the Village Centre

#### Key

- |  |   |
|--|---|
| 1 Village Square                                       | 9 Dukes Wood Nature Park  |
| 2 Primary School                                       | 10 Cranham Road   |
| 3 Landscaped buffer to NE Bypass                       | 11 Domsey Lane  |
| 4 Greenway   |  Primary School                                      |
| 5 Willow Hill Employment Hub                           |  Apartment buildings with mixed uses at ground floor |
| 6 Terraces of townhouses and small apartment buildings |  Pedestrian bridge                                 |
| 7 North East Bypass                                    |   |
| 8 Travelling Show People Site                          |   |

#### Willow Hill Centre will provide:

- |  |  |
|--|--|
|  Local retail           |  Wayfinding & Info          |
|  Secondary mobility hub |  Primary School and Nursery |
|  Restaurants and cafes  |  Public Square              |



The Employment Hub provides a new high quality, logistics and technology focussed business in Chelmsford. A variety of employment opportunities will be provided to allow people to both live and work at Chelmsford Garden Community. By providing a range of unit sizes on site, new businesses will have the space they need to develop and grow over time. With secure grounds it will be located directly adjacent to the key facilities within the Willow Hill village centre.

- Relatively formal, generally orthogonal groupings of buildings, defining courtyard spaces varying in both size and shape with high-quality landscape.
- Simple forms, inspired by large rural buildings, with contemporary detailing.
- Buildings are dual aspect, with views to the village centre and Cranham Road/Domsey Lane.
- Carefully landscaped parking areas to the inward facing and side frontages of buildings.
- Buildings maximise active frontage towards the Northern RDR and address the key corner at Northern RDR and North East Bypass junction
- Carefully landscaped shared courtyard with parking and loading areas in front of buildings.
- Appropriate levels of parking provided alongside secure and convenient cycle storage facilities.
- Parking areas broken up with green spaces to accommodate landscape and/or tree planting and minimise visual impact.
- Appropriate Northern RDR crossing to provide a walking and cycle connection to the village centre and the greenway.
- Additional traffic calming measures included within the access roads and parking areas to limit vehicle speeds and encourage pedestrian and cyclist friendly environment.
- The size and location of service areas and waste storage facilities carefully considered and discretely placed to avoid visual intrusion and nuisance from daily use.

## Illustrative Plan of Willow Hill Employment Hub



# CHARACTER AREAS

## TRAVELLING SHOWPEOPLE SITE



### SITE CHARACTERISTICS

The CGC provides for a 2.02ha site to accommodate nine travelling showpeople plots.

The site is located to the north of the CGC with ready access to the CNEB and the Northern RDR. The site is within easy walking distance of the primary school and facilities at Willow Hill Village (approximately 10 minutes walk) and also Hawthorn Village (approximately 15 minutes walk). Additionally, the site is close to the Dukes Wood Sports Hub and Destination Park and all the leisure benefits on offer.

The site will be designed in consultation with the Guild of Travelling Show People and their guidelines.

**Key**

-  Vehicular access
-  Active travel access (walking and cycling)





## CHARACTER AREAS

# NORTHERN RDR

The land parcels to the north of NRDR is recognised as having its own distinct character. This is informed by the existing residential properties within this area along Wheelers Hill and nearby Domsey Lane. This area also accommodates a number of Heritage Assets, namely Listed Buildings, whose setting is an initial consideration. The NRDR will require to facilitate safe and convenient access across it to CGV for existing residents and to maintain existing PROW's. The aim is that the development parcels to the north of NRDR utilises this provision, at the rural fringe of CGV.

A range of potential planning uses can be considered for the eastern and western development parcels (1 & 9), as follows;

### Net Zero/Passiv Haus

- Zero Carbon/(Passiv Haus) low density housing
- Self-Build Housing
- Senior Living / Retirement Village
- Community Interest Company (CIC) Housing
- Key Worker Housing

### Other Acceptable Planning Uses

- Hospice
- Private or Specialist Care (Institutional Use)
- Co-located (Community Land Trust)
- Or suitable uses in combination

This list is not an exhaustive or exclusive list of planning uses and these can be expanded upon, based on the City Council confirming an acceptable development proposal coming forward.

A detailed analysis of the eastern and western parcels north of NRDR will be undertaken in terms of their future development at the OPA stage. This will take account of the following planning considerations:

- Subject to the form and function of the detailed NRDR design, its crossings, access/egress and alignment;
- Heritage Assessment
- Landscape Design/Mitigation
- Meeting Sound Placemaking Objectives/Principles



It is important that any development or range of potential planning uses are undertaken at a lower density that reflect the distinct character of this area north of NRDR, as bordering the rural fringe.

- Low density
- Careful development contained within a distinct landscape setting/framework
- Respect the setting of nearby heritage assets and existing residential properties
- Ensure ease of connectivity for pedestrians/cyclists across NRDR into Great Belsteads Village and Discovery Park North

- Link into Active Routes south of NRDR, CGV and into Chelmsford City
- Ensure this distinct character area, on the rural fringe and at a gateway of CGV, is considerably developed

The City Council and County will be provided with full information, as detailed above, upon which an informed and evidenced based planning assessment and decision can be taken for any development proposal(s) for the eastern and western land parcels to the north NRDR.







## CHARACTER AREAS

# DOMSEY LANE

Domsey Lane is a charming tree lined country lane running from Cranham Road in the north to the Channels complex in the south. Originally, a farm lane providing access to the farmsteads along the lane, today the lane is home to around 30 characterful dwellings of varying age and style.

The Design Framework seeks to minimize the impact on the existing community and the character of Domsey Lane whilst creating meaningful links for the surrounding Chelmsford Garden Community.

The northern crossing (crossing No1) is the connection to the future RDR road to the north of the CGC and will be a left in/left out junction. The centre crossing (Crossing No 2) will be carefully designed to relate to the scale and character of the Lane. Domsey Lane either side of the crossing requires a little widening to create passing spaces but ,where practical, the widening only occurs on one side of Domsey Lane with the aim of retaining as many existing trees as possible. The southern crossing (Crossing No 3) is the connection to the new road which links Great Belsteads with the Channels Complex and beyond.

To ensure that the character of Domsey is retained, traffic will be regularly monitored. If necessary, traffic regulating features will be introduced.

The crossing points have been designed to restrict through movements and therefore retain the character of Domsey Lane in order to protect its character including minimising the amount of Street Furniture. Crossing 2 in particular will not allow cars to pass through or enter Domsey Lane, nor will it allow cars to use Domsey Lane as a route in to the CGC. If at the detailed approval stage any features are proposed to manage traffic flows or speeds, they would be in accordance with the Rural Nature of the Road, but only implemented if they are shown as a requirement due to ongoing monitoring.

In order to maintain access to Domsey Lane during construction, works will be sequenced or arranged in order to ensure that in order to ensure that all users will maintain the ability to access or exist the lane. The details of this will be secured within a detailed Construction Management Plan.



Domsey Lane junction with Pratt's Farm



General character of Domsey Lane



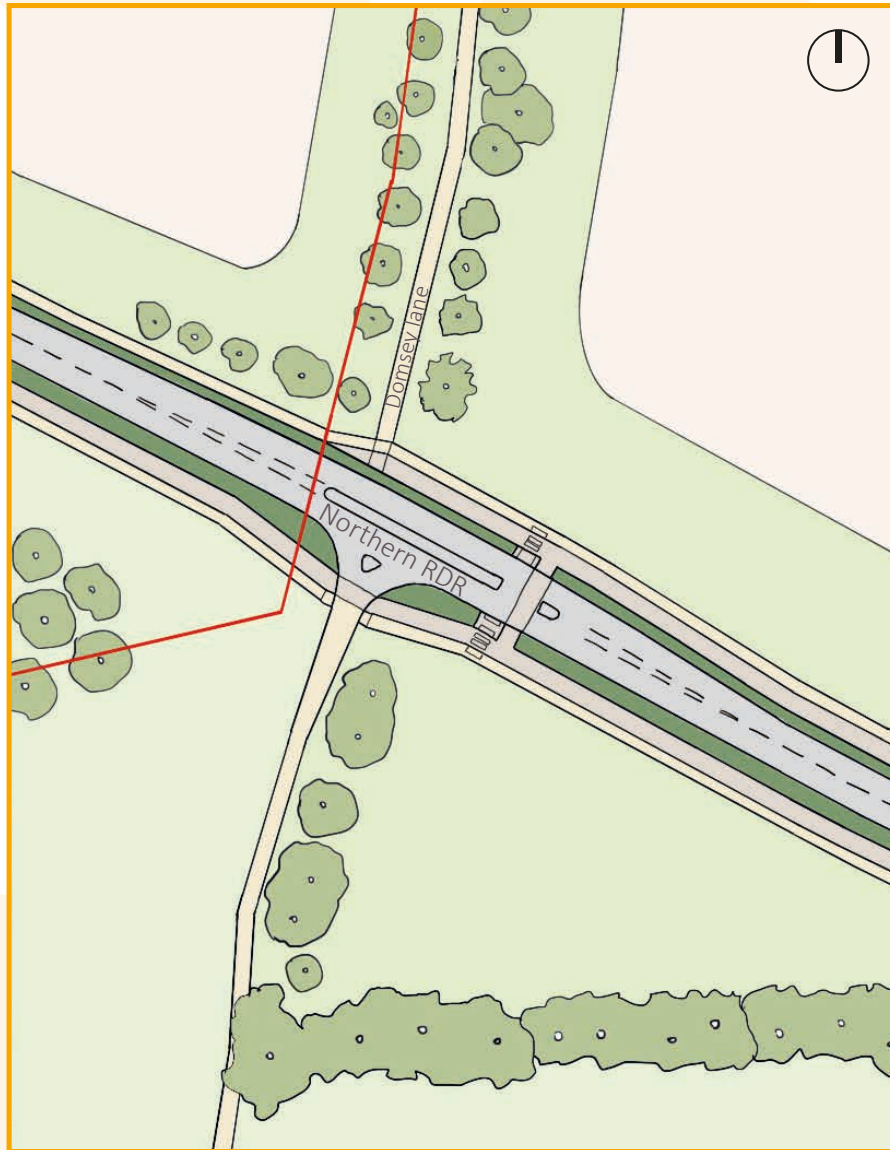
Typical housing along Domsey Lane



Plan



# CHARACTER AREAS DOMSEY LANE



Crossing 1 (Northern RDR)



Crossing 2



Crossing 3



## CHARACTER AREAS

**CGC INNOVATION HUB**

CGC Innovation Hub is the primary employment area of the Garden Community. Offering commercial space targeting high-tech industries, the facilities would also suit creative, digital, media, business and professional services.

The four to five storey buildings create a backdrop to Channels Discovery Park, screening the parkland from Essex Regiment Way. The blocks are arranged to allow walking and cycling permeability through to Essex Regiment Way Sustainable Travel Corridor. These connections strategically connect the corridor into the wider CGC active travel network.

The Innovation Hub benefits from its adjacency to the Chelmer Valley Park and Ride to the north. It also forms a consistent strip of commercial uses along Essex Regiment Way along with the Regiment Business Park to the south.

Workspaces within CGC Innovation Hub will be designed to cater for expanding high-tech and creative industries. The buildings will respond to the beautiful setting of the Channels Discovery Park opposite. Offices will focus on the wellbeing of occupants as well as being energy efficient, in line with the ethos of the Garden Community.





# CHARACTER AREAS

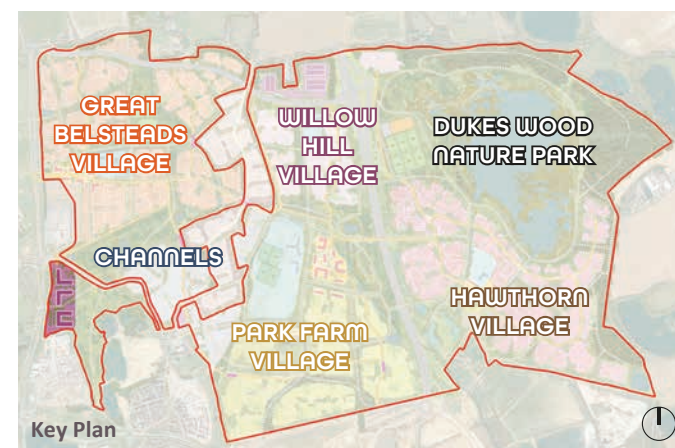
## CGC INNOVATION HUB

Plan:

### Illustrative Plan of CGC Innovation Hub

Key

- |   |   |   |  |
|---|---|---|--|
| 1 | CGC Innovation Hub  | 4 | Essex Regiment Way Sustainable Travel Corridor |
| 2 | Walking and cycling connections through to Essex Regiment Way | 5 | Chelmer Valley Park & Ride                     |
| 3 | Pratts Farm Lane - active travel route                        | 6 | Channels Discovery Park                        |
|   |   | 7 | Regiment Business Park                         |



#### Key layout principles

- Building layout support pedestrian connectivity between Essex Regiment Way Sustainable Travel Corridor and the Discovery Park.
- Feature building with higher corner element addressing the site gateway / Park & Ride roundabout to the north of Innovation Hub.
- Buildings are set back from Essex Regiment Way to ensure retention of the existing character, trees and hedgerows.
- Building arrangement defining courtyard spaces varying in both size and shape with high-quality landscape with retained trees.
- Buildings are dual aspect, with views to the park and attractive frontages towards Essex Regiment Way.
- Carefully landscaped parking areas in front of the buildings providing a buffer between the existing road and the building frontages.
- Landscaped courtyard spaces facing the Discovery Park.
- Appropriate levels of parking provided alongside secure and convenient cycle storage facilities.
- Parking areas broken up with green spaces to accommodate tree planting and SuDs in order to minimise visual impact.
- Additional traffic calming measures included within the access roads and parking areas to limit vehicle speeds and encourage pedestrian and cyclist friendly environment.
- The size and location of service areas and waste storage facilities carefully considered and discretely placed to avoid visual intrusion and nuisance from daily use.
- Access to Regiment Business Park will be explored at future OPA stages



## CHARACTER AREAS

# DENSITY AND CHARACTER

The indicative Density diagram opposite identifies the principles of how residential density and heights may vary across the character areas within the Garden Community.

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

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

Four density ranges are suggested within the masterplan; the principles guiding their characteristics and general location within the masterplan are described here and demonstrate that the Garden Community has the potential to deliver around 5,500 new homes across the masterplan as a whole.

### **Residential Density - highest**

The central areas of the village centres might feature apartment buildings of four to five storeys with mixed uses at ground floor. It is anticipated that these localised areas of the tallest apartment buildings might achieve a density of 50-150 dwellings per hectare.

### **Residential Density - higher**

Spreading out from the tallest areas, but still forming a coherent core to the Village Centres, might be a dense network of residential streets made up of townhouse typologies of around two to four storeys. Interspersed around these rows of houses might be small apartment blocks of three to four storeys. It is anticipated that these areas might have density of 40-50 dwellings per hectare.

### **Residential Density - medium**

Height and density decreases moving away from the Village Centres with potentially more informal residential streets featuring a mix of detached and joined homes of two to three storeys. Apartment blocks may still be present in a lower concentration than the higher density areas. The blocks might be three to four storeys. The density of these areas is expected to be around 30-40dph.

### **Residential Density - low**

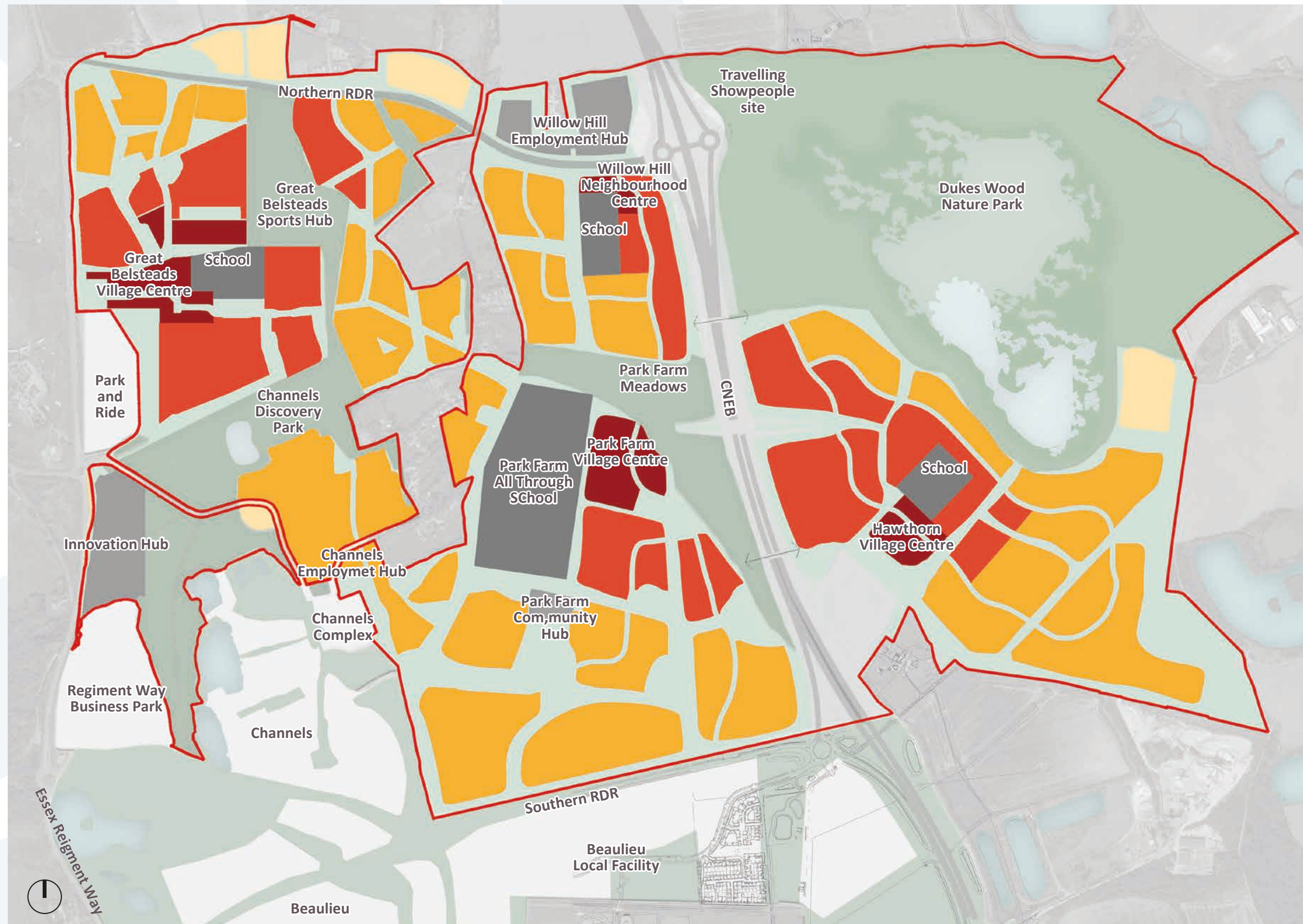
The lowest density areas are generally distributed around the areas of the site with more sensitive context. Here the prevailing character may be detached and semi detached houses of two to three storeys. It is anticipated these homes will generate a density of 20-30dph.

It should be noted that these density ranges are indicative at this stage and are used to provide further information in order to illustrate how densities can inform the differentiation between Character Areas across the Garden Community. More specific detail will be subject to further testing and refinement as part of the Stage 2 Masterplan OPA's and then in further detail within the Detailed Design Code that will inform the RMA's.



# CHARACTER AREAS

## DENSITY AND CHARACTER



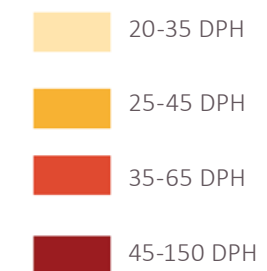
**20-35 dph:** Heights two to three storeys, predominantly houses; terraces, semi-detached and some detached homes.

**25-45 dph:** Heights two to three storeys, predominantly houses but with some apartment buildings around key nodes.

**35-65 dph:** Heights two to four storeys, primarily a mix of townhouse typologies and small apartment buildings - three to four storeys.

**45-150 dph:** heights four to five storeys, primarily apartment buildings with mixed uses at ground floor

### Key





# CHARACTER AREAS

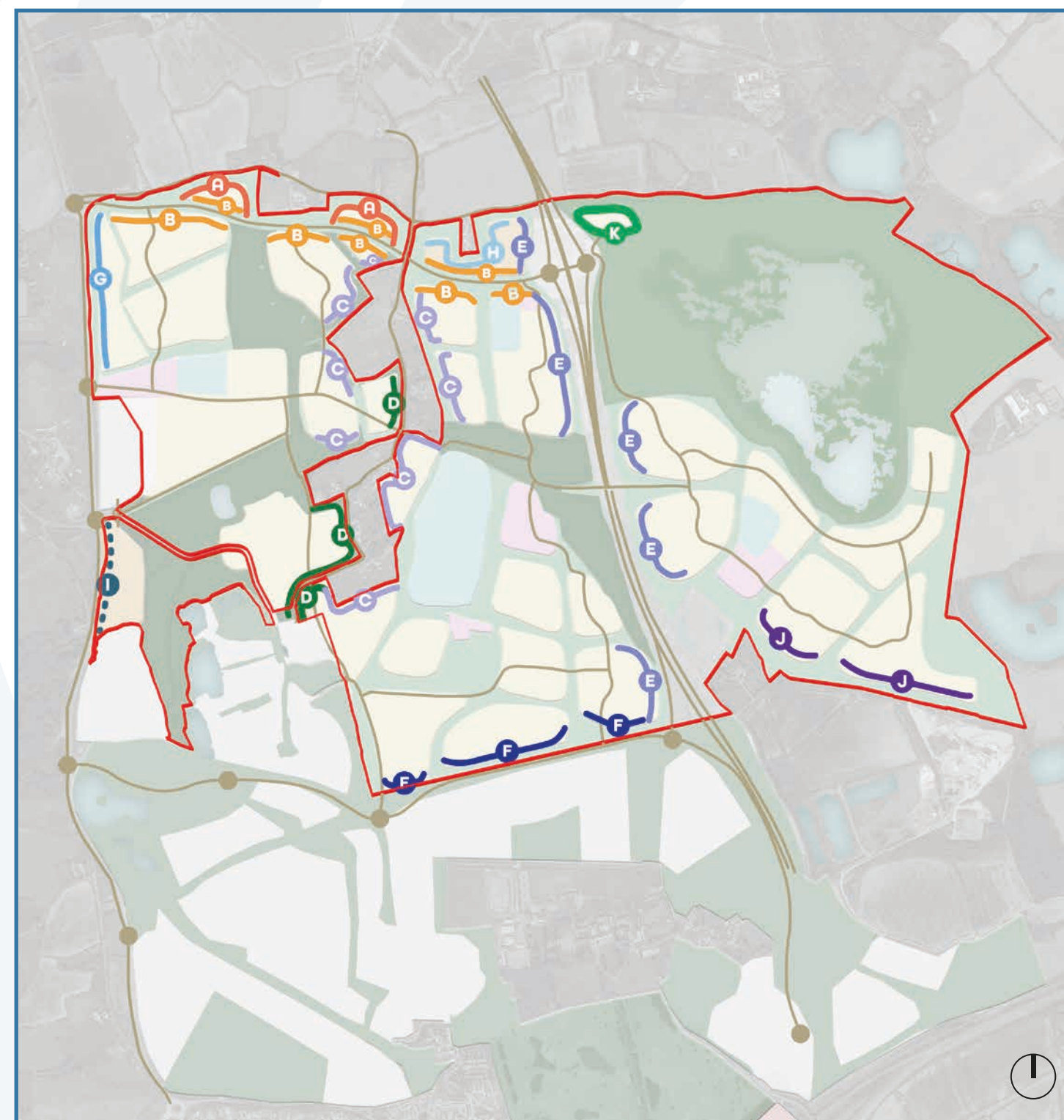
## ILLUSTRATIVE BOUNDARY FRONTAGES

Plan:

### Boundary Conditions Diagram

#### Key

- A Wheelers Hill Frontage**  
Very low density development sensitive to heritage context to the north. Pedestrian and cycle permeability allowed for access to Wheelers Hill
- B Frontage to Northern RDR**  
In addition to the 3m verge on either side of the road, a landscape buffer screens the development from the road on either side. If necessary, noise mitigation measures are to be included in the buffer strip.
- C Boundaries to the rear of Domsey Lane properties**  
Green infrastructure buffer included along boundaries to the rear of properties on Domsey Lane. The buffer provides screening whilst connecting wildlife corridors. Opportunities for future active travel and road connections across Domsey Lane are reserved along key desire lines.
- D Domsey Lane frontage**  
Sensitive frontage to historical lane. Development will allow for future connections across Domsey Lane and incorporate greening where possible. For further information refer to the Heritage Interventions Diagram on page 81.
- E Boundary to CNEB**  
A buffer of 20m within the CGC red line is reserved for dense vegetation screening and noise mitigation measures. Further screening will be provided by the tree planting proposed within the land reserved for the CNEB.
- F Boundary to Beaulieu and RDR1**  
A buffer of 10m within the CGC red line has been reserved for planting screening and noise mitigation measures. Access points at either end of the southern boundary will provide active travel and road connections into the community.
- G Essex Regiment Way Boundary North**  
A buffer of 16m has been reserved along Essex Regiment Way to allow for wildlife connections as well as noise mitigation measures. Further planting will add to the existing tree line outside of the redline boundary. Glimpses through into the development will be created at specific locations such as significant proposed landscape features.
- H Willow Hill Employment Hub Northern Boundary**  
Broad buffer planting to Cranham Road with potential future pedestrian and cycle connections into CGC
- I Innovation Hub Essex Regiment Way Frontage**  
Office type buildings of four storeys will create a strong presence and will form the first glimpse of CGC when arriving from the City centre along Essex Regiment Way. Active travel connections between the buildings will allow permeability from ERW through to the Discovery Park connecting CGC to the Essex Regiment Way sustainable travel corridor.
- J Hawthorn Village Southern Boundary**  
Green buffer along the boundary screens CGC from unknown potential future uses whilst allowing for opportunities for walking and cycling connections out
- K Travelling Show People Boundary**  
The boundary treatment to travelling showpeople site to be developed in dialogue with Travelling Show People.



Note: details subject to OPA stages



# CHARACTER AREAS

## ILLUSTRATIVE LANDSCAPE FRONTAGES

Diagram:

### Illustrative Landscape Interfaces Character

#### Key



#### Greenway frontage

Character varies across the network of Greenways however all areas provide strong frontage to the Greenways with high levels of overlooking for passive surveillance of the landscape



#### Discovery Park Frontage - Formal

More formal frontage with strong presence overlooking Discovery Park reflecting straighter parcel geometries. More regularity, rhythm and repetition of building line



#### Discovery Park Frontage - Informal

Less formal edge reflecting curved parcel frontages. Building line could be more broken up with less repetition and regularity.



#### Innovation Hub Frontage

Strong frontage of commercial buildings to Discovery Park. Indicatively 3-4 storeys. High levels of pedestrian and cycle permeability through parcel to Essex Regiment Way



#### Channels frontage

Frontage responsive to Channels complex and heritage assets. Landscaped space in front of the building line celebrates and creates distance from the existing Channels complex



#### Park Farm Frontage

Frontage responsive to Park Farm setting. Frontage onto open space to be a contemporary interpretation of the village green frontage - strong frontage with informality and variation



#### Park Pales Frontage

Strong frontages with formality and repetition to create coherency to the crescent landscape set piece



#### The Ride Frontage

Strong frontages with formality and repetition to create coherency to the linear landscape set piece



#### Park Farm Meadows Frontage - South & East

Generally apartment buildings of Village Centre creating back drop to parkland. Outdoor spaces of the buildings to be orientated towards park to create animation to the building facades and benefit from views onto open space



#### Park Farm Meadows Frontage - North

Lower in scale than the southern boundary of the park however a strong frontage to be provided with homes maximising views over the parkland



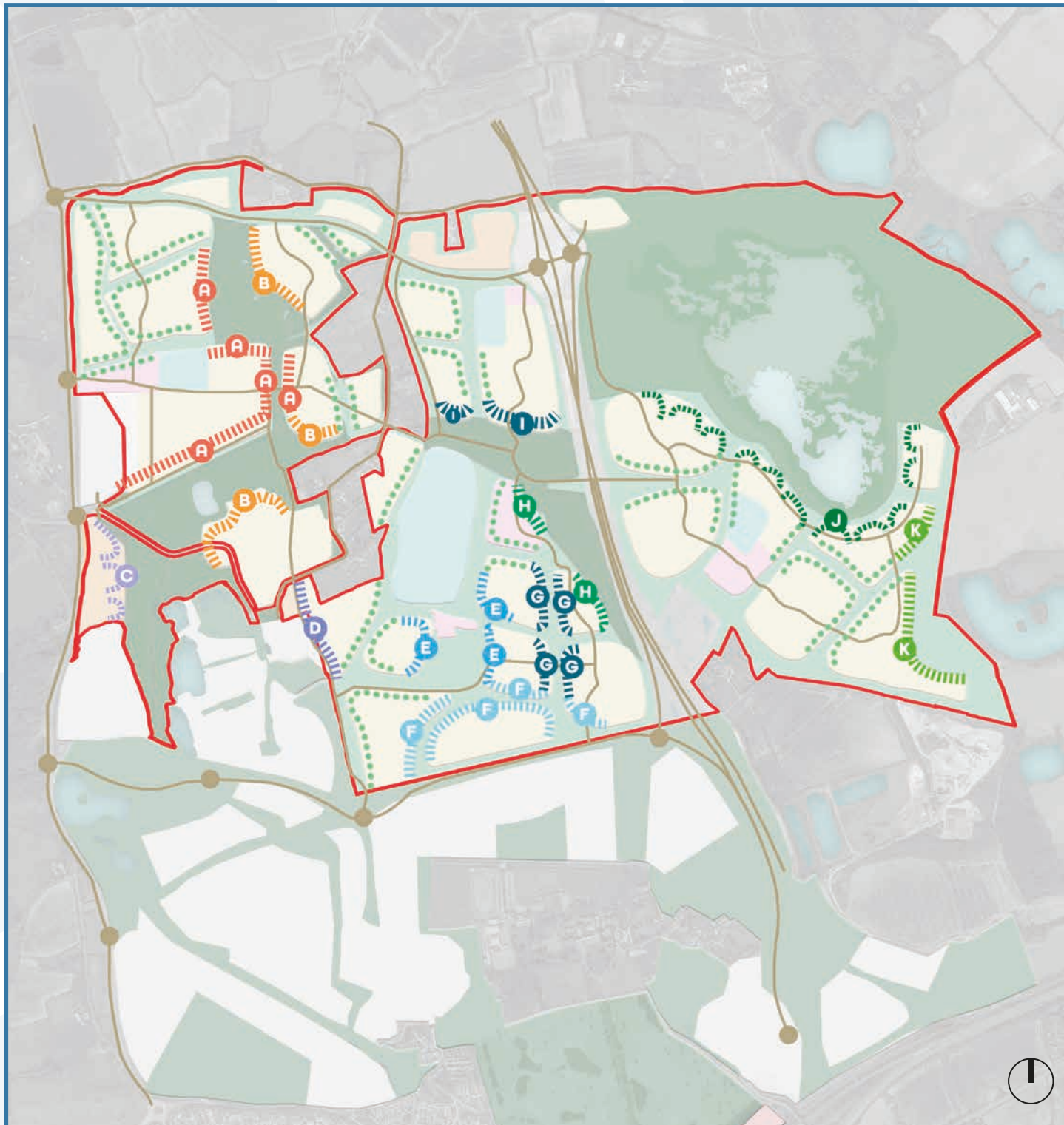
#### Nature Park Frontage

Openings in parcel frontages draw landscape deep into the development along perpendicular streets and spaces



#### Woodland Frontage

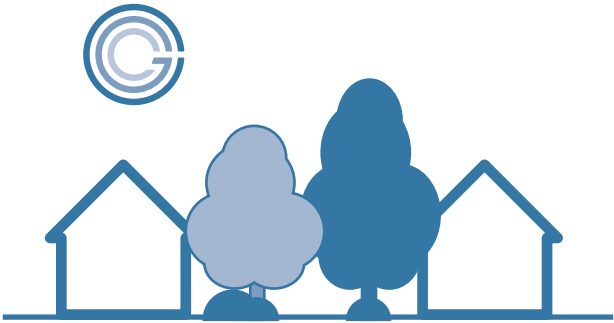
Character of parcel frontages responsive to woodland setting. Informal character of development maximising views out into trees.





# CHARACTER AREAS

## NORTHERN RDR AND PRIMARY STREETS TYPOLOGIES



Streets play an important part in connecting all elements of the CGC and promoting sustainable movement across the site. Achieving high quality street typologies is therefore necessary for successful placemaking.

The streets will incorporate nature and drainage in order to create a positive environment to encourage active travel. Typologies will promote active travel for cyclists and pedestrians.

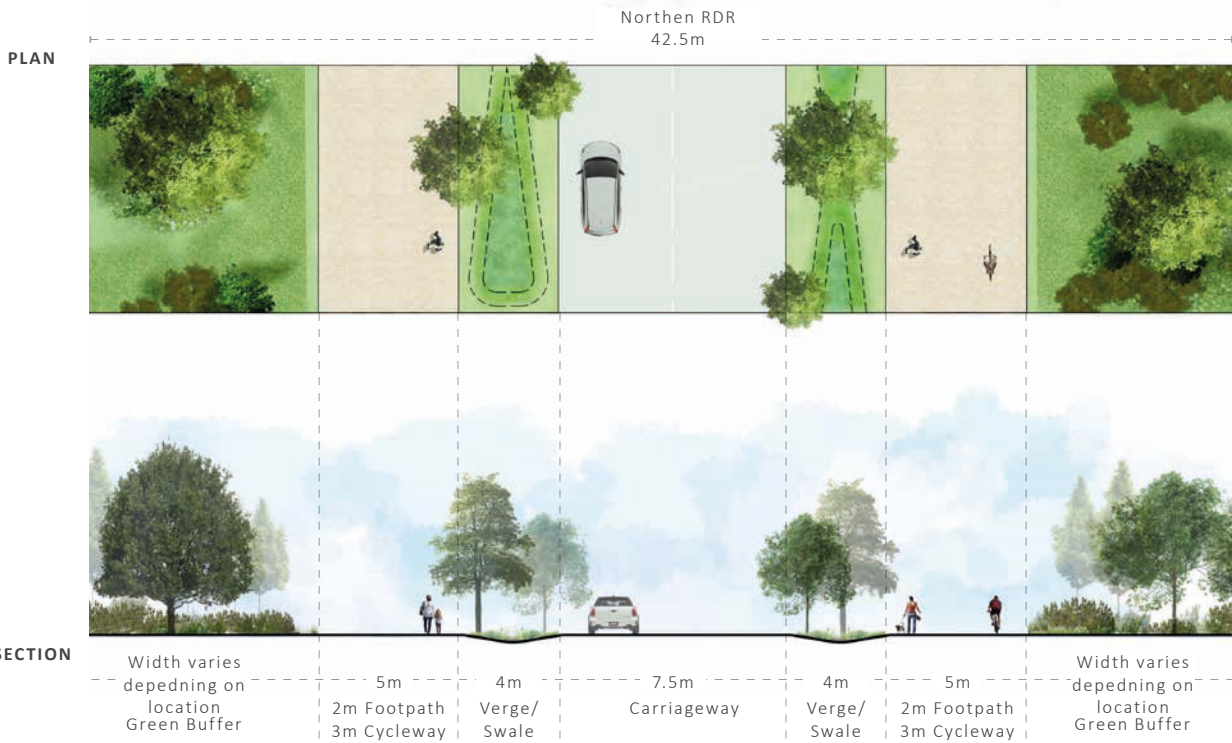
A Movement Network Plan will be submitted at OPA stage to identify the function of different streets and the broad volumes in terms of vehicle, bus and active mode use. This will then determine the form of priority provided for active travel modes based upon the relevant guidance at the time.

Based on the Movement Network Plan, detailed primary, secondary and tertiary street typologies will be developed as part of each OPA.

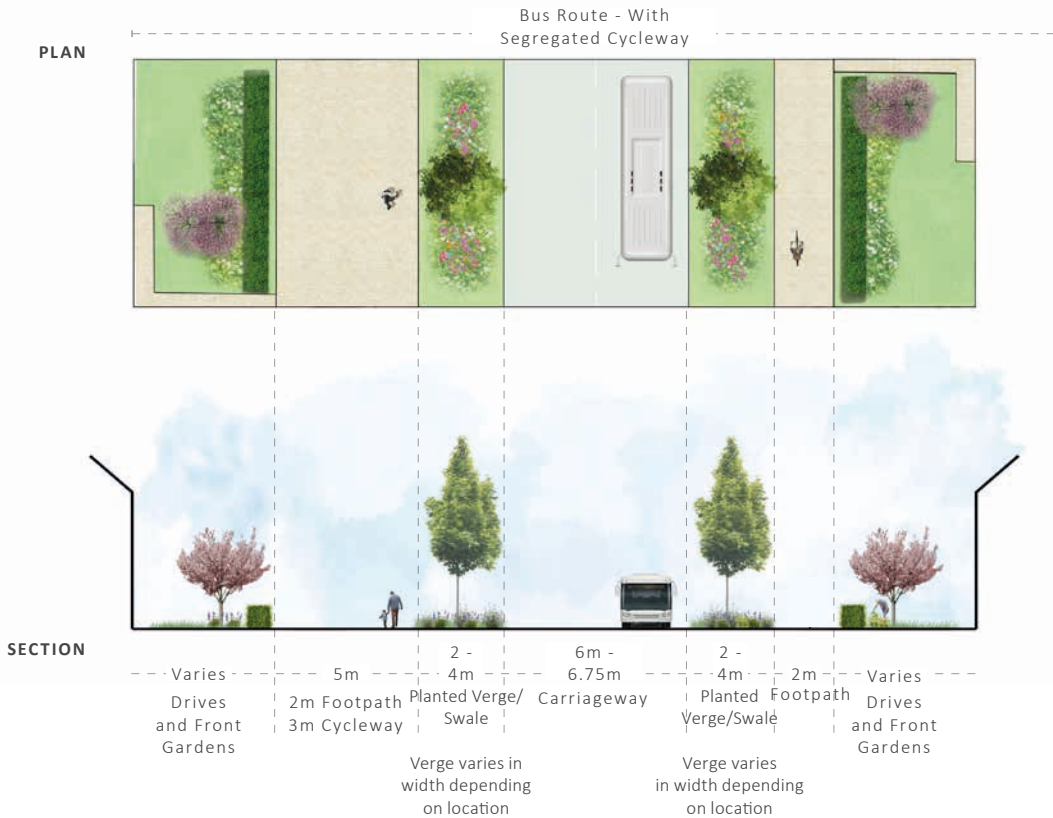
The majority of Primary Streets will be Bus Routes with the amount of through vehicular traffic considerably reduced by providing Bus Gates. Most of the network therefore will have vehicle flows of less than 2000 vehicles per day. The two illustrative options for Bu Routes that have been are:

1. Bus Only Section of Road, where the general flow exceeds 2000 vehicle per day and therefore cycle segregation is proposed or the speed may be 30mph.
2. Bus Only Section of Road, where the general traffic flow is less than 2000 vehicle per day and therefore in accordance with LTN1/20 cycling would be comfortably accommodated on street, in accordance with the LTN1/20 criteria Whilst the road width is shown as 6.75m, it is proposed that lower widths are considered where it might discourage higher vehicle speeds and clearly on bends there may be a requirement for increased width to allow buses to pass.

### NORTHERN RDR



### PRIMARY STREET - BUS ROUTE WITH SEGREGATED CYCLEWAY

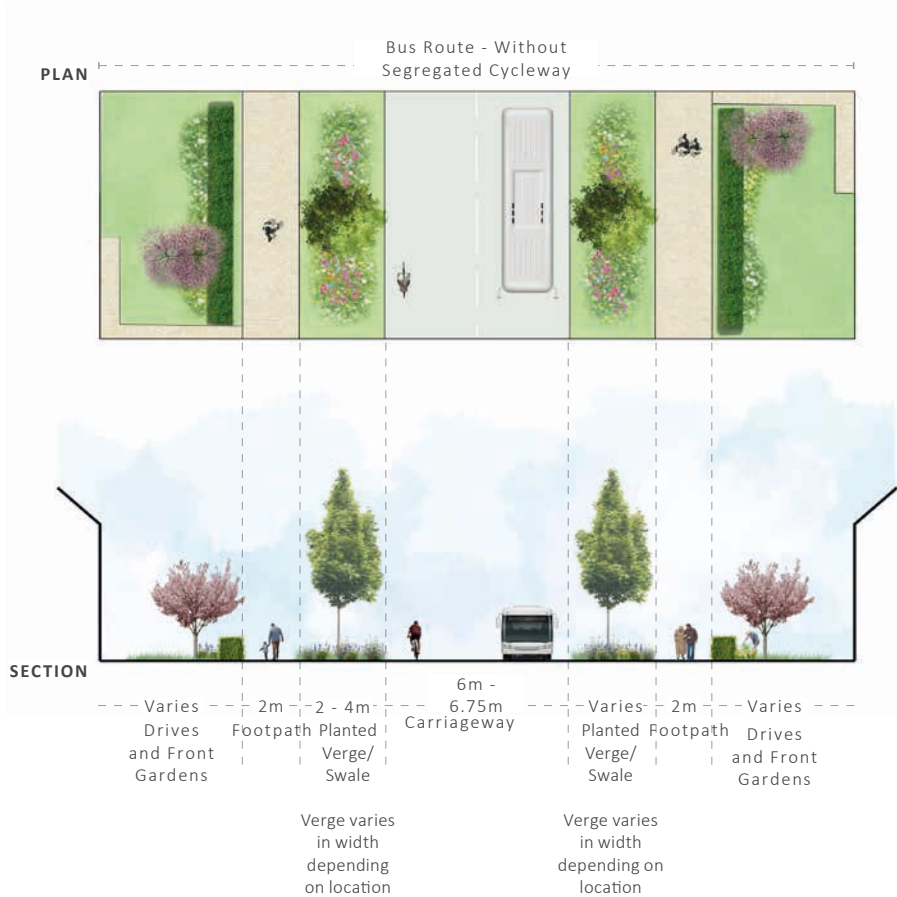




CHARACTER AREAS

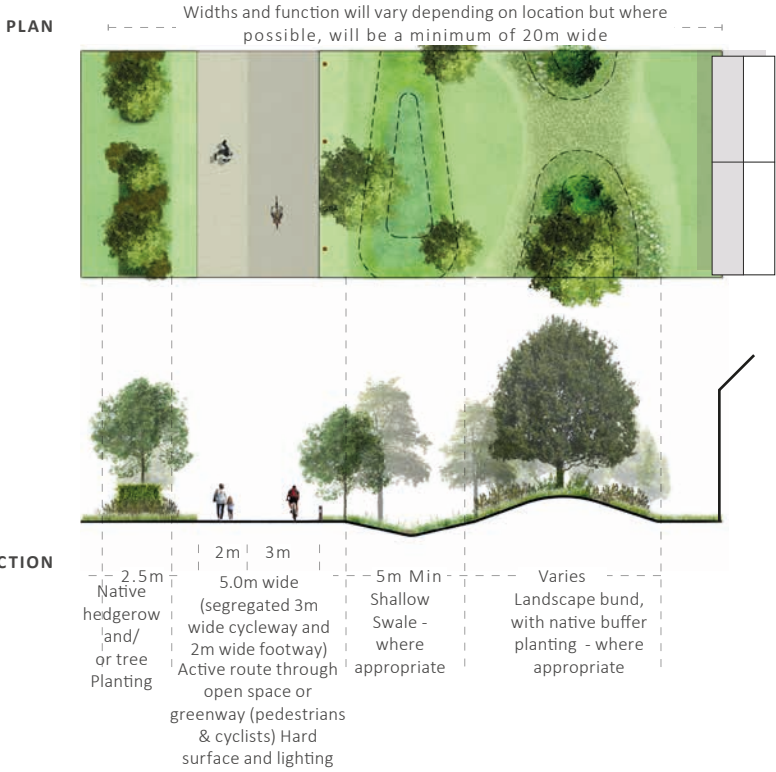
INDICATIVE STREET AND ACTIVE TRAVEL ROUTE TYPOLOGIES

PRIMARY STREET -  
BUS ROUTE WITH ON-STREET CYCLING

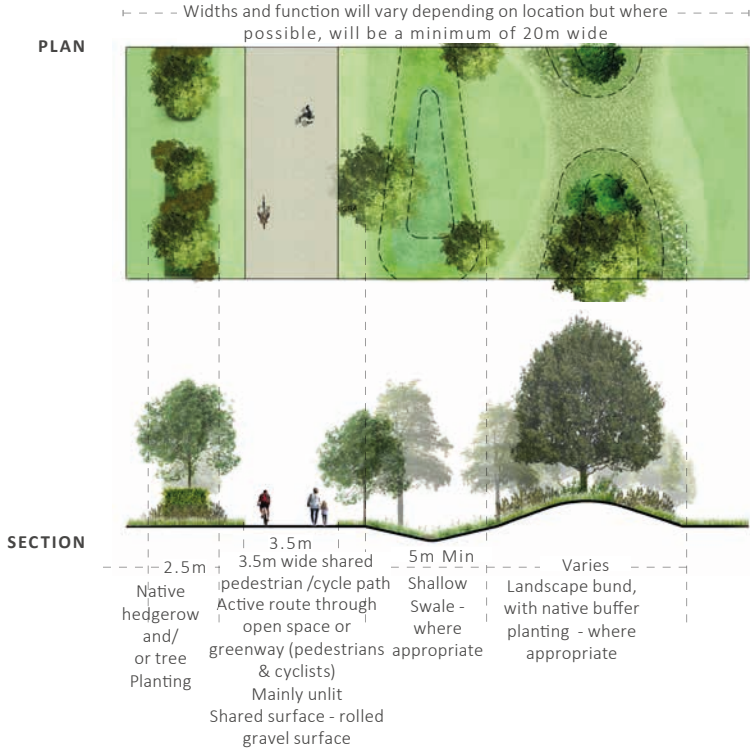


ACTIVE TRAVEL ROUTE THROUGH LANDSCAPE & OPEN SPACE

Primary active travel route



Secondary active travel route





# CHARACTER AREAS

## LANDSCAPE CHARACTER AREAS

### DESTINATION PARKS

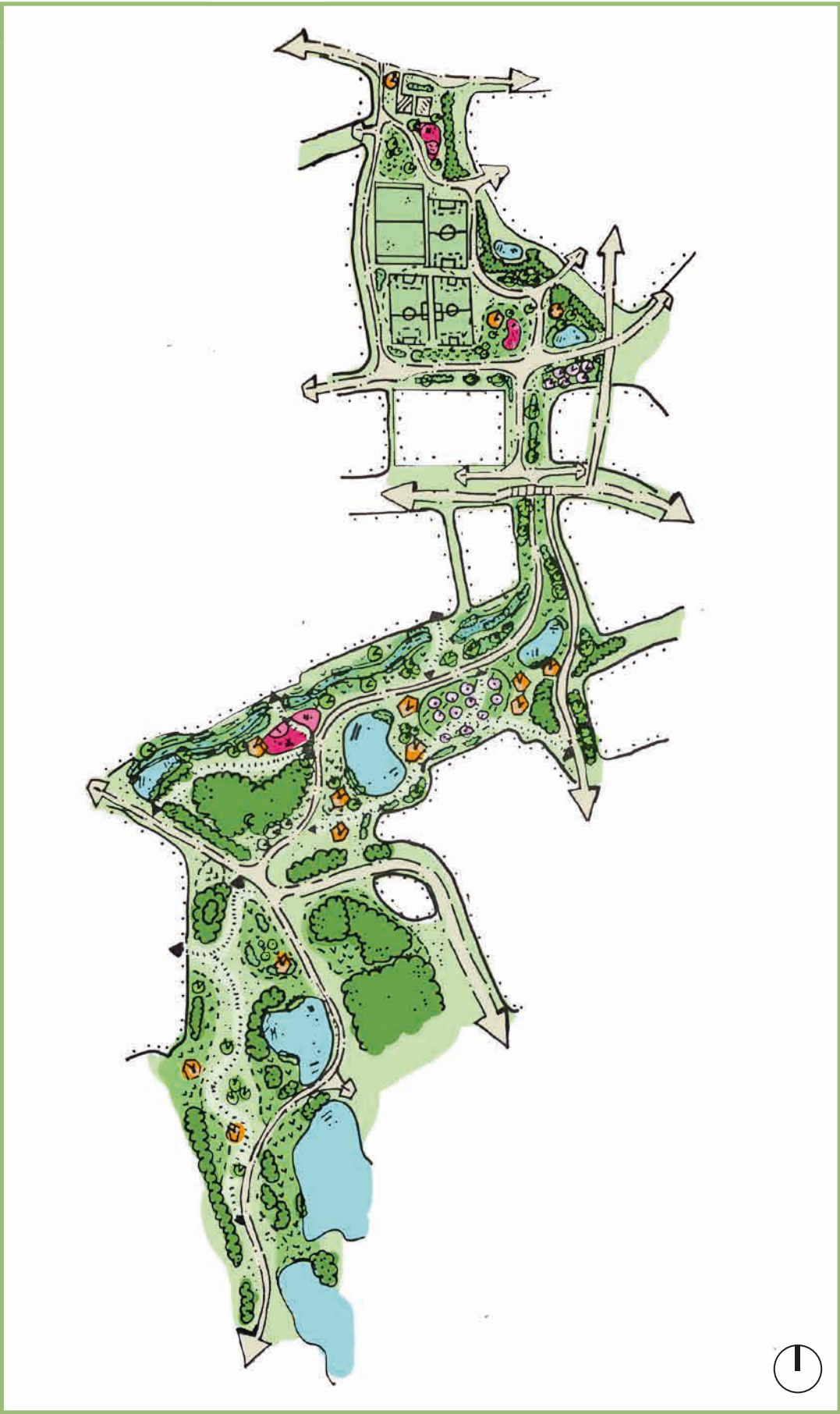
Three substantial new Destination Parks will be provided in locations evenly distributed across the development (Channels Discovery Park, Park Farm Meadows and Dukes Wood Nature Park. At a local scale, the destination parks will be supplemented by a series of Village Greens serving the different neighbourhoods, located close to the village hubs. The parks will include a mosaic of habitats, managed to conserve nature and provide opportunities for people to experience, interact with and appreciate nature and heritage alongside a wide range of recreational and educational opportunities. The parks will provide space to relax, exercise and socialise, with the opportunity to experience nature through a range of habitat typologies and biodiversity enhancements. These parks will serve both the existing and new parts of the Garden Community to provide a variety of unique, publicly accessible, high quality, green and natural open spaces with t target that they be within 600m walking distance of all homes.

### CHANNELS DISCOVERY PARK

Is proposed in the west of the Site and is intended to serve the early phases of the development. It will provide a north / south linear park that links with existing green open spaces at Channels and Beaulieu, whilst providing onward connections to the west into the Chelmer Valley and to the east across Domsey Lane to Park Farm Meadows. The park will function as a recreational park with multifunctional large open spaces providing opportunities for meeting, gathering, picnicking, events, playing and exercise. This Park will include a formal sports hub, a series of equipped (NEAP and LEAP) and natural play areas, community gardens and orchards, all linked by a network of surfaced paths for pedestrian and cyclists. The parkland will be supplemented with new areas of planting and, where possible, retain existing woodland, hedgerows, trees and wetlands if deemed appropriate following more detailed surveys.

Plan:  
**Illustrative Plan of  
Channels Discovery Park**

Key	
	Development Parcels
	Active travel routes
	Suds Attenuation Pond
	Formal Sports Pitches
	Proposed Trees
	Species Rich/Meadow Grassland
	Mown Amenity Grass Paths
	Woodland Blocks
	LEAP/NEAP
	Native Hedgerows
	Orchard/Community Gardens



*\*sports pitches illustrative and not to scale*



# CHARACTER AREAS

## LANDSCAPE CHARACTER AREAS

Plan:

### Illustrative Plan of Park Farm

- Key**
- Development Parcels
  - Active travel routes
  - Consented Bypass Road
  - Suds Attenuation Pond
  - Boreham Brook
  - Proposed Trees
  - Woodland Blocks
  - Species Rich/Meadow Grassland
  - Mown Amenity Grass Paths
  - Native Hedgerows
  - Orchard/Community Gardens



### PARK FARM MEADOWS

Is proposed in the central area of the New Community, along the Park Farm Brook corridor, and will provide an ecologically wetland focused parkland destination, that includes pollinator friendly species, locally prevalent native planting and seasonal wetland habitats. The drainage strategy proposes to drain the development into this part of the GI network with the opportunity to create wet and dry attenuation SuDS features, that would provide the basis for wetland habitats. The meadows incorporate attenuation ponds and an existing waterway that forms a key part of the drainage strategy. The parkland will function to aid the connectivity of people and wildlife between the Discovery Park in the west and Dukes Wood Nature Park in the east - linking to existing green open spaces at Beaulieu in the south. The parkland will include Park Farm Brook, swathes of species-rich meadow and wetland grassland, tree planting, SuDS (both in the form of permanent and seasonally wet attenuation ponds) and pockets of amenity landscape for informal recreation and play.





# CHARACTER AREAS

## LANDSCAPE CHARACTER AREAS

### DUKES WOOD NATURE PARK

Is proposed in the north-eastern part of the Site and will further develop and enhance the minerals restoration scheme for the Bulls Lodge Quarry into a wildlife focused parkland - featuring a mosaic of new habitats including wetlands, grasslands and woodlands, supporting and enhancing local biodiversity. It will provide a sub-regional scale area of accessible natural open space, serving the new Garden Community and the wider City as a whole. It will reinstate areas of historic woodland previously lost (Dukes Wood), through new tree planting, which will permeate into the wider site to contribute to its character. It will include a formal sports hub in the west, as well as informal sports opportunities (outdoor gym / fitness trails), along with a series of equipped (NEAP and LEAP) and natural play areas, all linked by a network of surfaced paths for pedestrian and cyclists. As the final form of the Nature Park will only be known once mineral extraction is finished it is proposed that a Design Brief be consulted upon, prepared and submitted along with the relevant RMA at the appropriate time.

Plan:

### Illustrative Plan of Dukes Wood Nature Park

Key

 Development Parcels

 Active travel routes

 Board Walk

 LEAP/NEAP

 Informal Play Trail and Fitness Equipment

 Benches/Picnic Benches

 Illustrative Formal Sports Pitches

 Proposed Car Park

 Lake/Water Bodies

 Proposed Trees

 Woodland Blocks

 Reed/Marginal Planting

 Landscape Mounding

 Species Rich/Meadow Grassland

 Mown Amenity Grass Paths



\*sports pitches illustrative and not to scale



# CHARACTER AREAS

## HERITAGE LANDSCAPE INTERVENTIONS



Plan:

### Park Pales & The Ride

#### Key

#### Park pale

- 1 Active travel route following the assumed alignment of the historic Park Pale
- 2 Active travel route along alignment of earlier Park Pale along the apex of landforms
- 3 Undulating landforms to re-interpret the sense of enclosure
- 4 Linear suds features, such as swales and dithces in addition to strategic suds features incorporated along the Park Pale enhancing undulating landscape
- 5 Proposed tree species selection to reflect an estate Parkland character
- 6 Incidental play features, seating and areas of amenity landscape integrated along the Park Pale
- 7 Opportunities for a variety of amenity spaces for community use
- 8 Integrated public art and wayfinding features as part of The discovery trail

#### The Ride

- 9 Public art and wayfinding features, as part of the discovery trail, at the end of vistas - to guide users and create a terminus at each end of the ride
- 10 The ride will be characterised by linear landscape features along its length such as; tree lines, permeable woodland and native hedgerow
- 11 Active travel route framed either side by landscape features to re-interpret the historic access route
- 12 A series of open amenity landscape areas (garden rooms) will be provided along its length, to accommodate Community uses - such as formal gardens, play and picnic areas



# CHARACTER AREAS

## HERITAGE LANDSCAPE INTERVENTIONS

### DISCOVERY TRAILS

The Discovery Trails will celebrate, reference and interpret the area’s rich history by connecting key heritage assets within the Site and linking to the wider area through a network of waymarked north, south, east and west trails. The trails will run through the Greenways and destination parks along surfaced paths, connecting important assets and highlighting the area’s heritage, through interpretation using either boards / signage, wayfinding, landscape features and / or public art. The trials will reinstate and interpret the postulated line of the earlier Park Pales and Ride from New Hall and use landscape features such earthworks, tree planting and where appropriate public art.



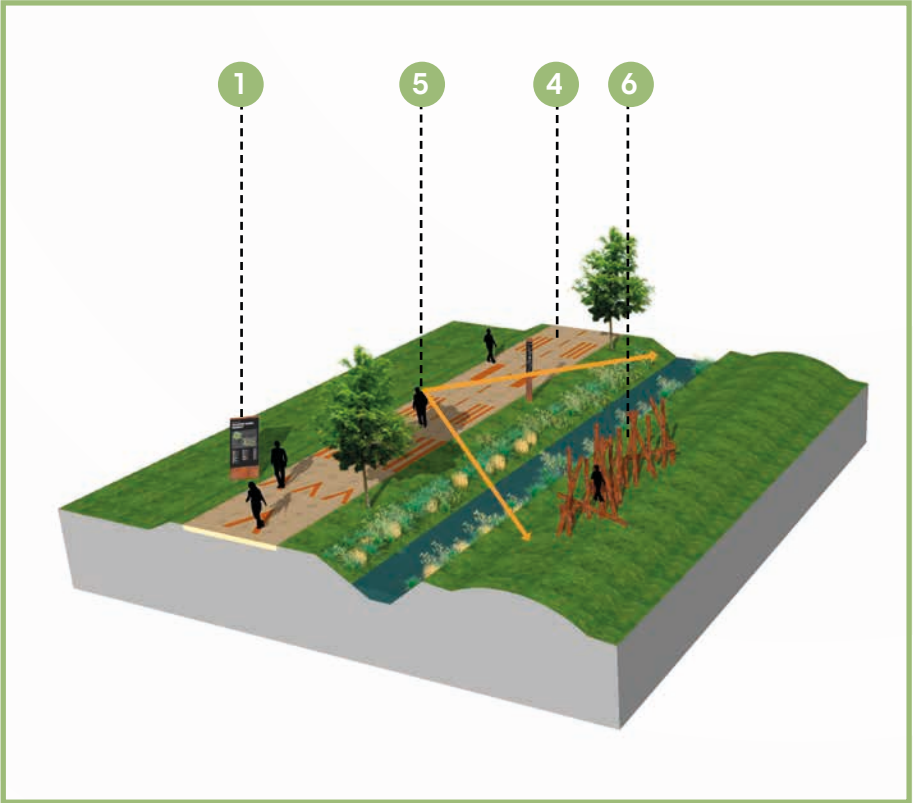
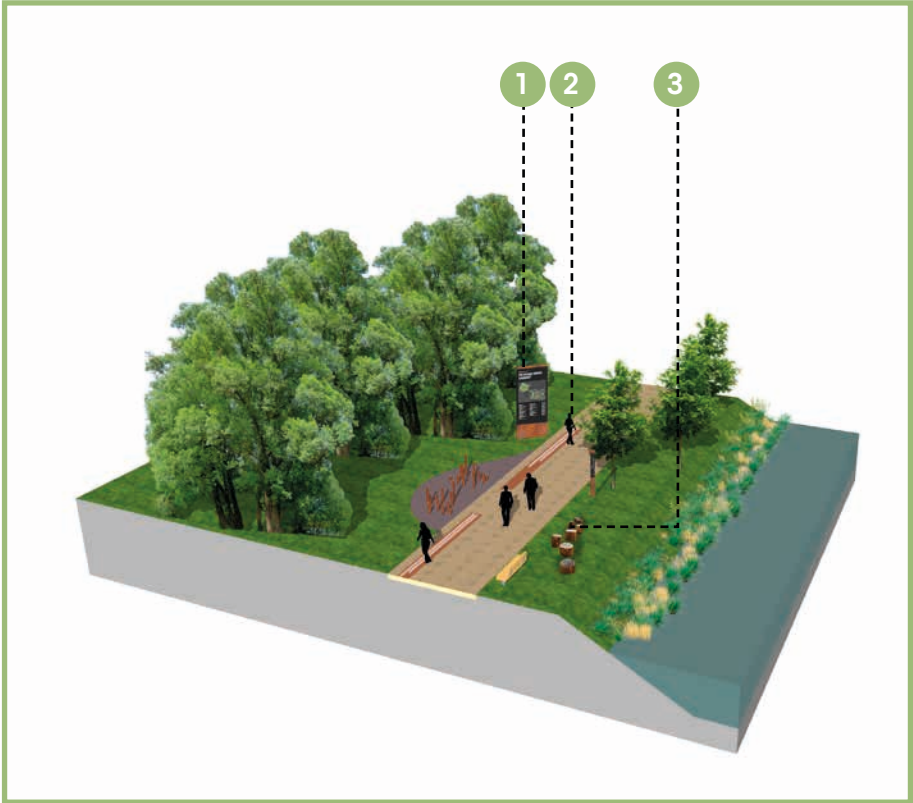
### EVIDENCE BASE DOCUMENTS

Landscape & Visual Technical Note,  
Cultural Heritage Desk Based Assessment, Chelmsford Garden  
Community Nature Recovery Network

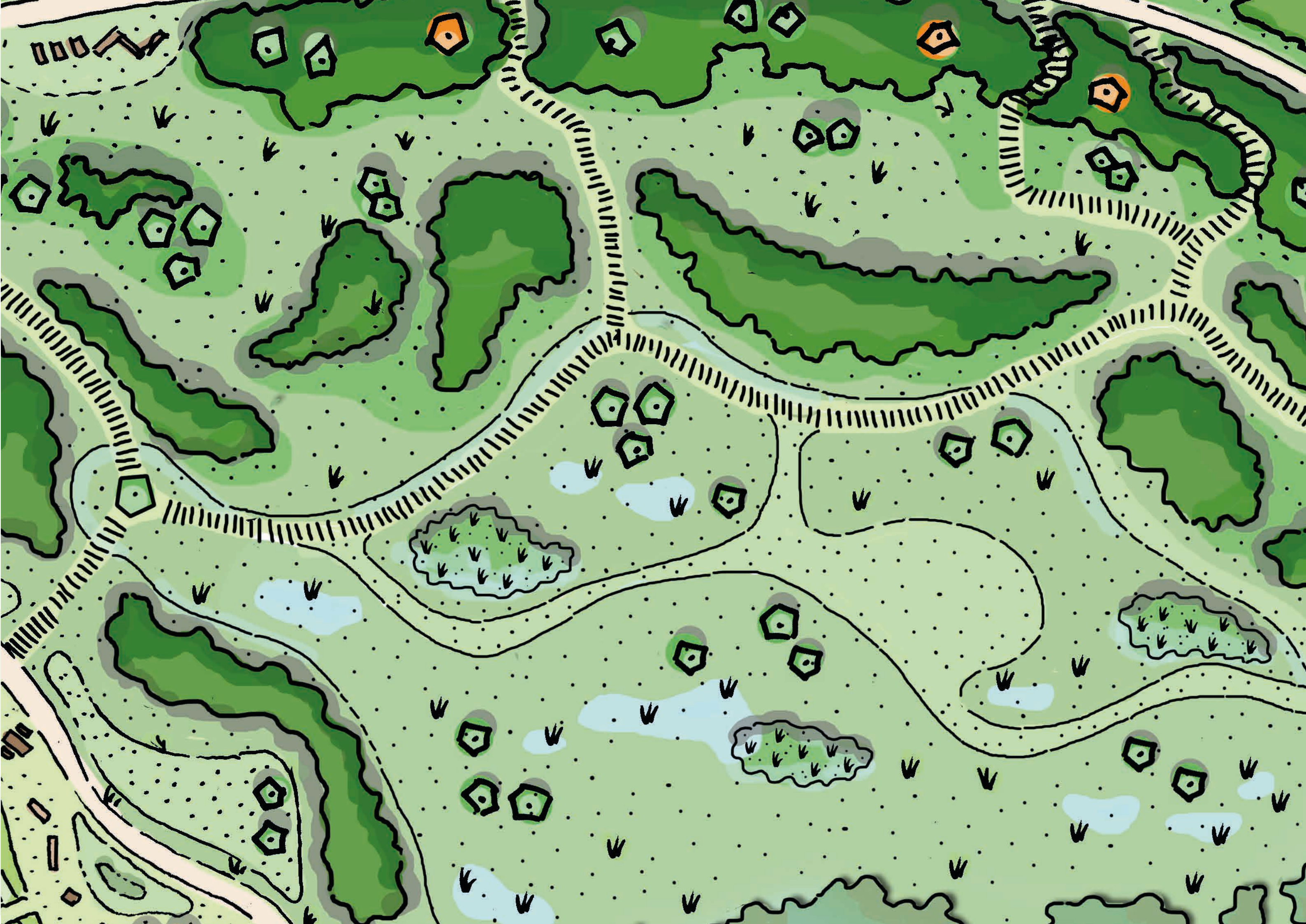
Diagrams below:

### Typical Discovery Trail Components

- Key**
- 1 Heritage wayfinding boards at key locations as part of the Discovery Trail, developed as part of a site wide wayfinding strategy.
  - 2 ‘Heritage along the way’ – key dates and information regarding the site using surface material/art.
  - 3 Play activities which complement and reference the heritage of the site.
  - 4 Opportunity to interpret the former Boreham Airfield taxiways through surface materials, tree planting and recreational activities.
  - 5 Planting used along discovery trail to frame views of existing heritage assets.
  - 6 Public art (developed as part of a public art brief) at key locations to reference, complement and celebrate the site’s history.



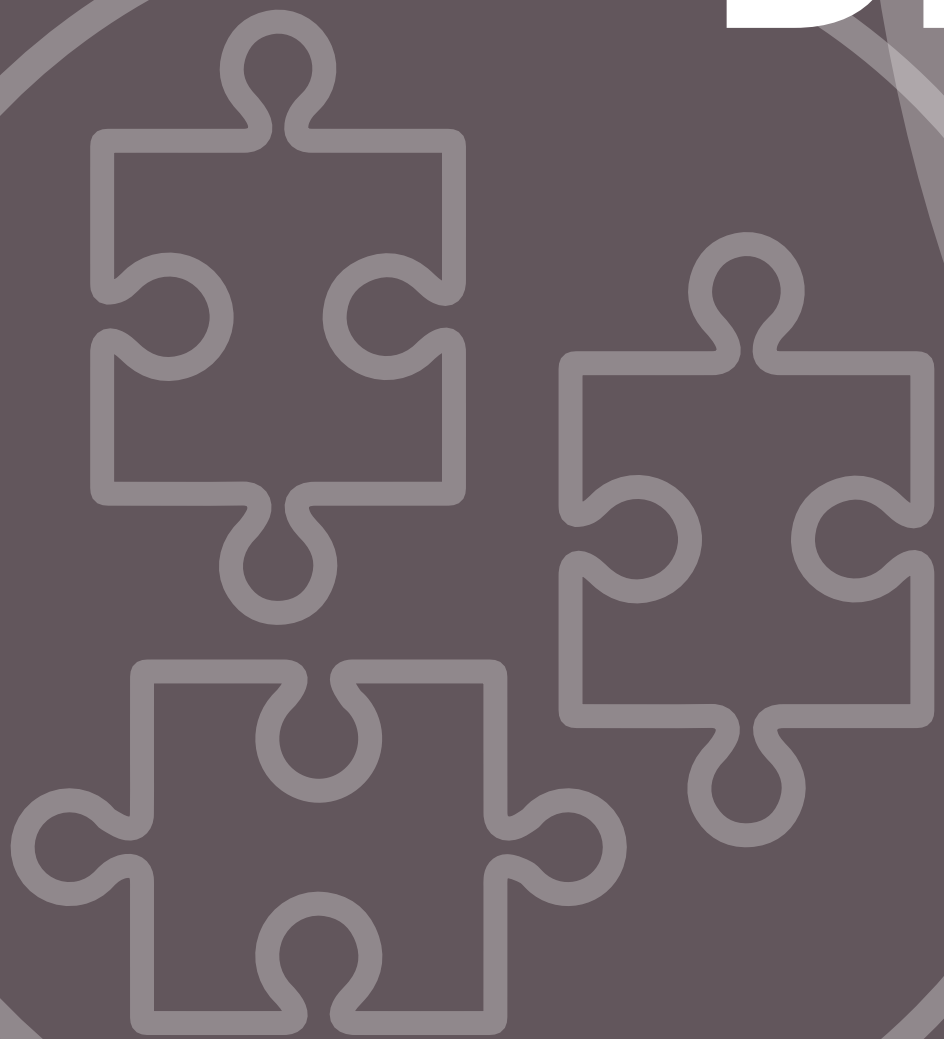






**09.**

**DELIVERY AND  
PHASING**





# DELIVERY AND PHASING OVERVIEW



## OBJECTIVE

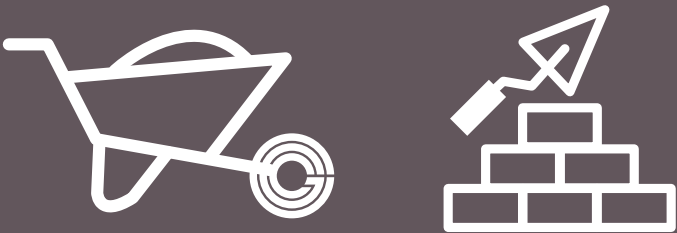
To ensure that the Garden Community is delivered on a landownership blind basis each Stage 2 Masterplan OPA will be designed such that it has to demonstrate how it fits cohesively within the Stage 1 Masterplan framework to ensure a joined-up approach to placemaking and infrastructure delivery.

## PHASING STRATEGY KEY PRINCIPLES

The development is proposed to come forward in four key overarching phases as set out in the Plans and Table within this Section. Within those, it is likely that areas will be divided into sub phases that will come forward simultaneously to expedite delivery. The aim within each phase is to ensure the right infrastructure is prioritised and to allow for self-sufficiency and the establishment of sustainable behaviours early on to set the tone for the rest of the development.

Each phase and sub phase should result in a cohesive place with the creation of natural boundaries between development plots and surrounding landscaped areas to limit disruption to established and establishing communities whilst future adjacent plots are being built. All phases and sub phases will be properly connected to the road network and have such facilities to sustainably accommodate their needs. Where the full range may not be feasible in the earlier phases, meanwhile uses should be considered if practical, feasible and viable.

Key accesses and primary streets should be delivered first and where appropriate, feasible and viable, green open spaces and neighbourhood centres should be provided as early as possible, and concurrently alongside the delivery of housing.



## SITE WIDE PHASING STRATEGIES

A Site Wide Phasing and Delivery Strategy for each OPA area must be submitted to demonstrate how the various development parcels will be delivered with reference to the requirements set out in the IDP, the indicative phasing Plans at **pages 162-165** and the Phasing and Delivery Schedule at **pages 166- 169**.

It should be noted that the current phasing strategies are indicative and will necessarily evolve as more information becomes available through the OPA's and therefore the timing and precise location of each of the phases may be subject to change. In addition, it is likely that there will be overlap in delivery of certain items within each phase where commencement begins in one phase and overlaps into the next.

**The Site Wide Phasing Strategies should clearly identify the boundaries of each phase and subphase and highlight the provision of:**

- Housing, including custom build plots.
- Transportation infrastructure including primary roads, vehicular access/es, active travel routes, mobility hubs and other sustainable transport infrastructure.
- Green & Blue infrastructure including, nature recovery, open space provision, formal and informal recreation.
- Drainage including SUDS features and foul water solutions.
- education provision including early years childcare facilities primary and secondary schools (where relevant).
- Community and leisure facilities including village centres, healthcare provision, sports facilities and any required meanwhile uses.
- Services and utilities including superfast broadband, electricity, water and communications solutions.

The above list is not exhaustive and therefore all relevant items associated with an OPA should be included.

Strategies should also set out indicative timeframes for the delivery of each phase and subphase, and trigger points for the construction of specific facilities or infrastructure as set out in the list above and in order to deliver the requirements of the IDP.

The PFA will be responsible for agreeing triggers for various factors, such as the timing of a Stewardship Body.

## MINERALS

The parts of the site affected by extant minerals permissions as set out on the constraints plan at Section 3 will need to propose phasing strategies that allow for extraction to be completed and restored whilst ensuring, where possible, that relevant land is made available to deliver the overarching phasing strategy and the requirements of the IDP.

Should mineral extraction affect the timing of delivery of key strategic infrastructure items, a review will be undertaken and, if required, alternative locations for such items shall be identified that are capable of coming forward in accordance with the agreed trigger for delivery.

## INTERDEPENDENT INFRASTRUCTURE DELIVERY

Each development phase should deliver its part of requisite interdependent strategic infrastructure, such as, primary roads, services, utilities, active travel routes and bus routes to the edge of OPA boundaries and at all times enable the opening up of successive complementary parcels that allow access to the next and should not result in piecemeal developments which prejudice other parts of the masterplan coming forward.

## MONITORING & REVIEW

A consistent approach should be agreed for each OPA that makes provision for annual monitoring and accountability, including a mechanism to identify and overcome barriers to development over the longer term and be complementary to the monitoring and review requirements set out in the IDP.

The process for monitoring and review is set out in the PFA.

Delivery Item	Application Submission		Secure By	
	Outline Application	Reserved Matters	Condition	S106
Site Wide Phasing Strategy	✓		✓	✓
Annual Monitoring Report				✓



# DELIVERY AND PHASING

## PHASING AND DELIVERY

### Key

	Phase boundary		Neighbourhood Centres
	Developable Areas with the Phase		Employment Area
	Green and Blue Infrastructure		North East Bypass & Northern RDR Corridor
	Schools		Mineral Extraction Areas within the Phase
	Conveyor Route		

**Note:** Phasing plans may be revised and some phases may occur concurrently

Plan:

### Phase 1 (2025-2029)

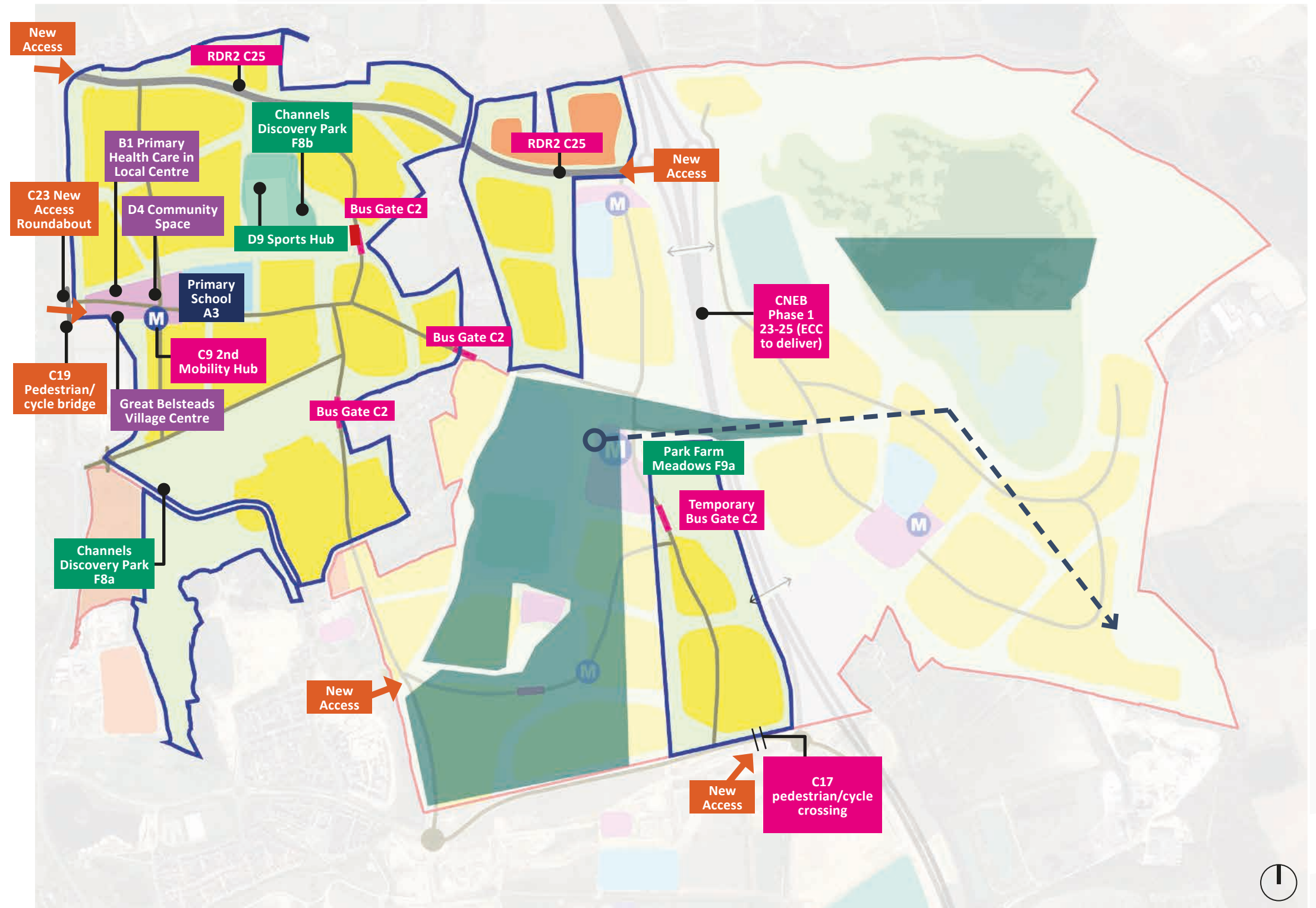
Phase 1 will see the opening up of five key accesses into the Garden Community as follows:

- Southern Access from RDR1 (Beaulieu Parkway) into Park Farm Village
- New junction from the south into the Channels Village extension
- New Access from Essex Regiment Way north of the Park & Ride into Great Belsteads Village.
- Junction Improvements and new access as part of RDR2 at Wheelers Hill roundabout and the Junction of the North-East Bypass.

Other key transport infrastructure will include the full length of RDR2 to connect with the new North-East Bypass as well as north-south and east-west primary routes from Channels into Great Belsteads Village and extending to Essex Regiment Way in the west and Domsey Lane in the east.

A new Pedestrian and Cycle bridges will be constructed across Essex Regiment Way at the gateway to the development. Community infrastructure will come forward in the form of the Great Belsteads Neighbourhood Centre and Primary School.

The southern and northern phases of the Channels Discovery Park will bisect Great Belsteads Village and see the delivery of the first significant sports hub in the northern section. New access arrangements will also be formed for the Willow Hill Employment area from RDR2 and for residential parcels south of the RDR.





# DELIVERY AND PHASING

## PHASING AND DELIVERY

**Note:** Phasing plans may be revised and some phases may occur concurrently

Phase boundary

Developable Areas with the Phase

Green and Blue Infrastructure

Schools

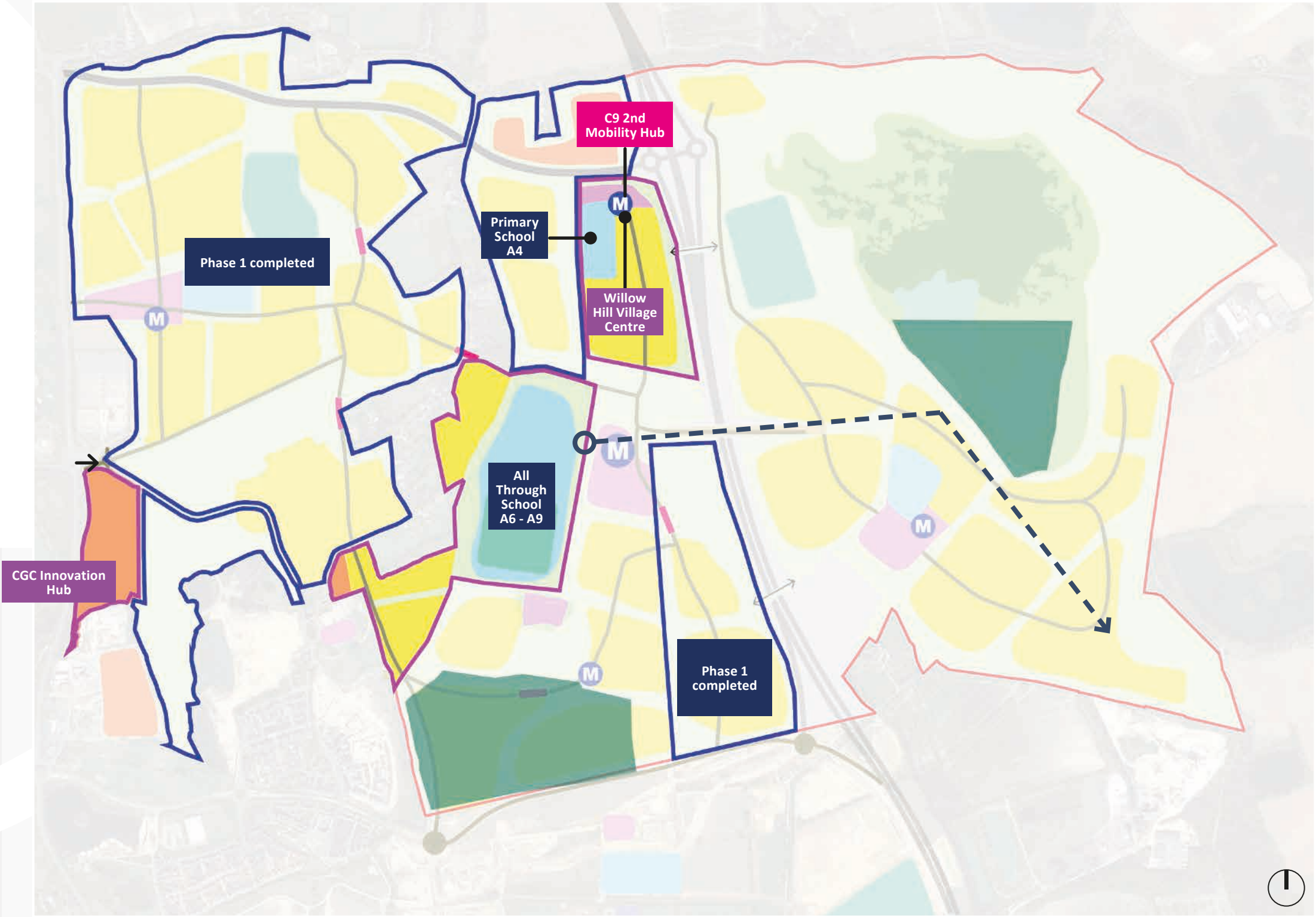
Neighbourhood Centres

Employment Area

North East Bypass & Northern RDR Corridor

Mineral Extraction Areas within the Phase

Conveyor Route



Plan:

### Phase 2 (2030-2034)

Phase 2 will see the further delivery of substantial employment and educational land including the CGC Innovation Hub.

Following completion of mineral extraction activities, the new All Through School will be delivered to the north of the existing Park Farm heritage buildings.

A new neighbourhood centre called Willow Hill will be constructed to the west of the north-east bypass which will include the second new Primary School.

An area of land will also be serviced to be able to accommodate development of 9 travelling showpersons plots with a new access for this formed from the North East Bypass junction with Northern RDR.

New access arrangements will also be formed for the CGC innovation Hub through junction improvements and remodelling at the existing Pratts Farm Roundabout.



# DELIVERY AND PHASING

## PHASING AND DELIVERY

**Key**

- Phase boundary
- Developable Areas with the Phase
- Green and Blue Infrastructure
- Schools
- Neighbourhood Centres
- Employment Area
- North East Bypass & Northern RDR Corridor
- Mineral Extraction Areas within the Phase

***Note:** Phasing plans may be revised and some phases may occur concurrently*

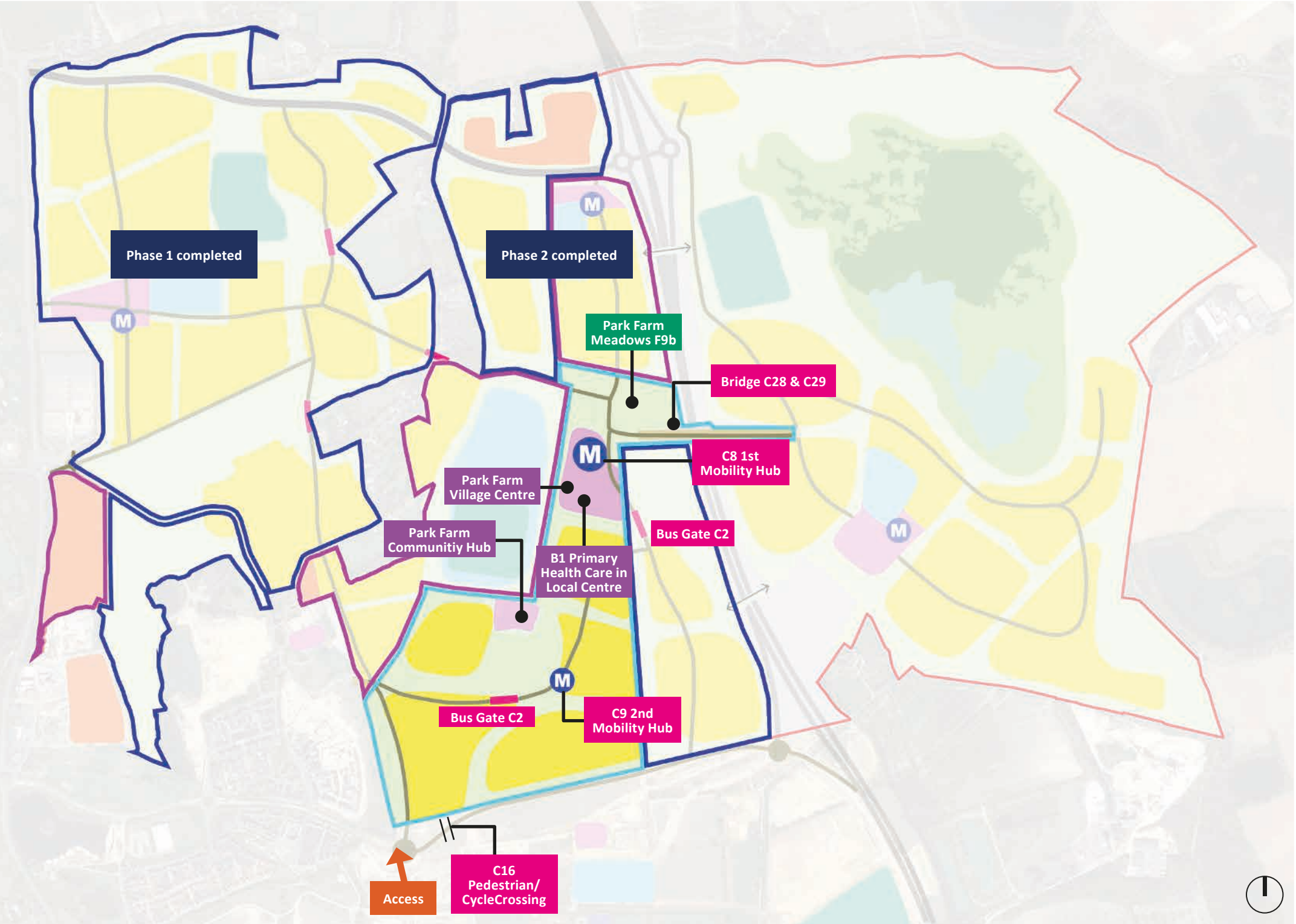
Plan:

### Phase 3 (2035-2039)

Phase 3 will see junction improvements and a new access delivered to the south of the site from RDR1 and the upgrading of the minerals conveyor bridge that will cross the North-East bypass into a new multi modal bridge that will act as a key access route into Phase 4.

There will be further community infrastructure delivered in the form of the Park Farm village centre, and a new community hub surrounding the Park Farm heritage buildings.

In terms of Green Infrastructure the second destination parkland will be delivered in the form of Park Farm Meadows adjacent to the Park Farm Village centre and North-East Bypass.





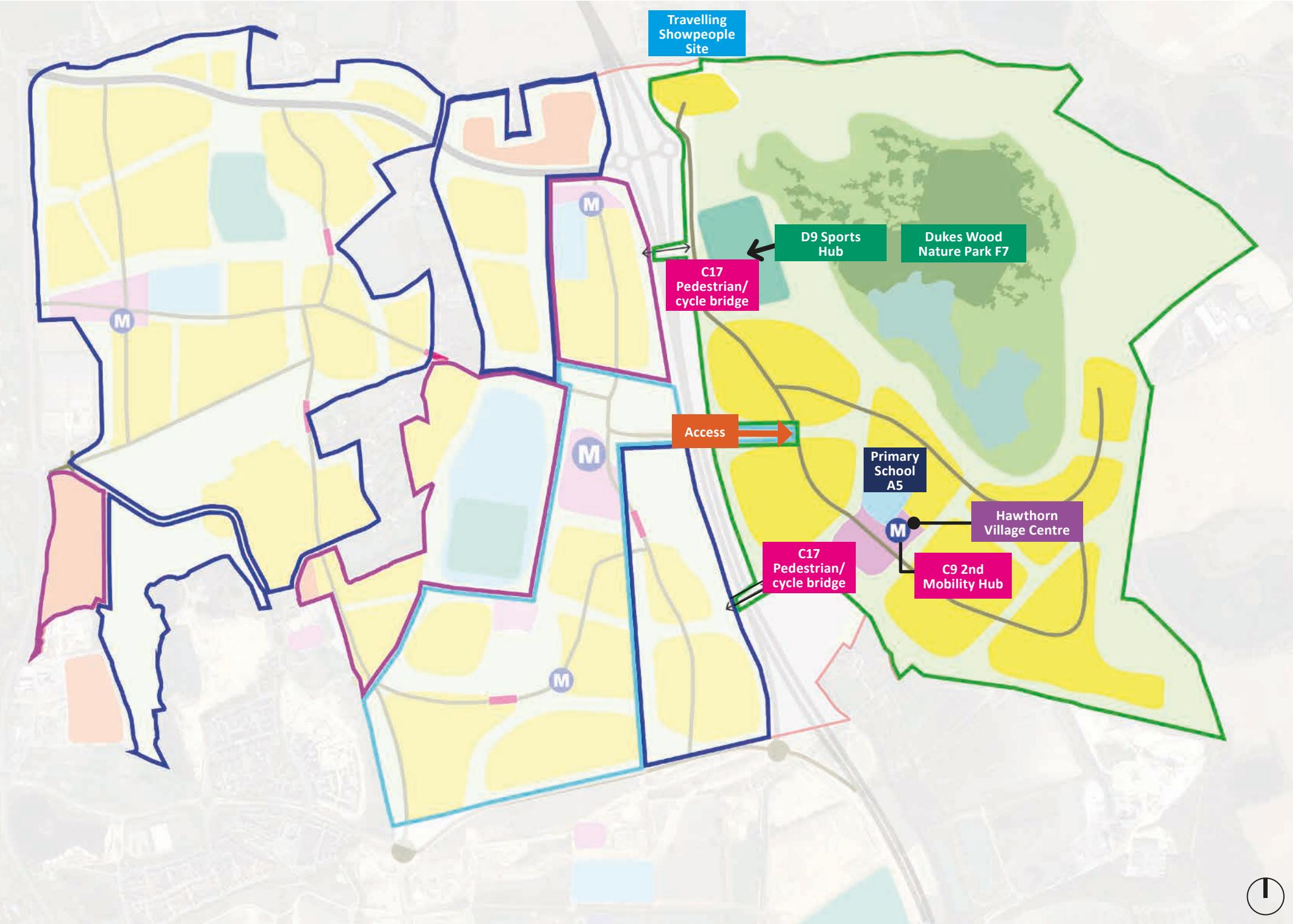
# DELIVERY AND PHASING

## PHASING AND DELIVERY

**Note:** Phasing plans may be revised and some phases may occur concurrently

- Key**

  - Phase boundary
  - Developable Areas with the Phase
  - Green and Blue Infrastructure
  - Schools
- Neighbourhood Centres
  - Employment Area
  - North East Bypass & Northern RDR Corridor
  - Mineral Extraction Areas within the Phase



Plan:

### Phase 4 (2040-2044)

As described in Phase 3 the predominant access into Phase 4 will be from the newly formed crossing of the North-East Bypass and a key deliverable will be the final village centre known as Hawthorn which will include the delivery of a further primary school.

In addition to the vehicular access point a new pedestrian/cycle footbridge will be delivered at the southern end of the North-East Bypass and a new footbridge to the north which will connect the wider development to a significant new sports hub.

Following the completion of minerals restoration activities the landform will be utilised to deliver the final and most significant destination parkland known as Dukes Wood Nature Park.



DELIVERY AND PHASING

PHASING AND DELIVERY

		OUTLINE PLANNING APPLICATION AREA		
PHASE	TOPIC	CGC OPA 1 Ptarmigan Land (IDP Reference in brackets where relevant)	CGC OPA 2 Countryside L&Q (IDP Reference in brackets where relevant)	CGC OPA 3 Halley Developments (IDP Reference in brackets where relevant)
PHASE 01 2025 - 2029	Governance	Establishment of the stewardship body		
	Highway	<ul style="list-style-type: none"><li>New Access Junction from Essex Regiment Way (C23)</li><li>East - West Corridor to Domsey Lane</li><li>Channels North - South Link Road</li></ul>	<ul style="list-style-type: none"><li>New Access from RDR1</li></ul>	<ul style="list-style-type: none"><li>Delivery of Northern RDR (C25)</li></ul>
	Sustainable Travel	<ul style="list-style-type: none"><li>Bus Service (C1)</li><li>Bus Gates (C2)</li><li>Secondary Mobility Hub – Great Belsteads Village (C9)</li><li>Safeguarding of land for P&amp;R (C3)</li><li>Travel Plans / Packs (C5)</li><li>Car Clubs (C7)</li></ul>	<ul style="list-style-type: none"><li>Bus Service (C1)</li><li>Travel Plans / Packs (C5)</li><li>Car Clubs (C7)</li></ul>	<ul style="list-style-type: none"><li>Bus Service (C1)</li><li>Bus Gates (C2)</li><li>Travel Plans / Packs (C5)</li><li>Car Clubs (C7)</li></ul>
	Active Travel	<ul style="list-style-type: none"><li>Cycle/Footbridge over Essex Regiment Way (C19)</li><li>PROW Improvements (C20)</li></ul>	<ul style="list-style-type: none"><li>RDR1, Roundabout 4 Pedestrian/Cycle Crossing (C17)</li></ul>	<ul style="list-style-type: none"><li>PROW Improvements (C20)</li></ul>
	Formal & Informal Recreation	<ul style="list-style-type: none"><li>Channels Discovery Park (South) (D6, F9a, D11)</li></ul>	<ul style="list-style-type: none"><li>Park Farm Meadows (South) (D6, D11)</li></ul>	<ul style="list-style-type: none"><li>Discovery Park - Sports Hub (D8)</li></ul>
	Green Infrastructure	<ul style="list-style-type: none"><li>Channels Discovery Park (South) (D6, F9a, D11)</li><li>Habitat Network Connectivity (F4)</li><li>Allotments Community Gardens and Orchards (F7)</li><li>Greenways (F11)</li></ul>	<ul style="list-style-type: none"><li>Park Farm Meadows (South) (D8, F2, F10a, D11)</li><li>Habitat Network Connectivity (F4)</li><li>Allotments Community Gardens and Orchards (F6)</li><li>Greenways (F11)</li></ul>	<ul style="list-style-type: none"><li>Channels Discovery Park (North) (D6, F9b, D11)</li><li>Habitat Network Connectivity (F4)</li><li>Greenways (F11)</li></ul>
	Employment	<ul style="list-style-type: none"><li>Channels Employment Hub</li><li>Great Belsteads Village Centre (D10)</li></ul>	<ul style="list-style-type: none"><li>Willow Hill Employment Hub</li></ul>	
	Education	<ul style="list-style-type: none"><li>Great Belsteads Primary School (A3, A10)</li><li>Standalone Early Years Childcare Facility (A1)</li></ul>		
	Local Centres	<ul style="list-style-type: none"><li>Great Belsteads Village Centre (D10)</li></ul>		
	Drainage	<ul style="list-style-type: none"><li>SUDS (F5)</li><li>Sewers Points of Connection &amp; Improvements</li></ul>	<ul style="list-style-type: none"><li>SUDS (F5)</li><li>Sewers Points of Connection &amp; Improvements</li></ul>	<ul style="list-style-type: none"><li>SUDS (F5)</li><li>Sewers Points of Connection &amp; Improvements</li></ul>
	Utilities	<ul style="list-style-type: none"><li>Utilities Points of Connection &amp; Improvements</li><li>Broadband Provision</li></ul>	<ul style="list-style-type: none"><li>Utilities Points of Connection &amp; Improvements</li><li>Broadband Provision</li></ul>	<ul style="list-style-type: none"><li>Utilities Points of Connection &amp; Improvements</li><li>Broadband Provision</li></ul>



DELIVERY AND PHASING

# PHASING AND DELIVERY

		OUTLINE PLANNING APPLICATION AREA		
PHASE	TOPIC	CGC OPA 1 Ptarmigan Land (IDP Reference in brackets where relevant)	CGC OPA 2 Countryside L&Q (IDP Reference in brackets where relevant)	CGC OPA 3 Halley Developments (IDP Reference in brackets where relevant)
PHASE 02 2030-2034	Highways	<ul style="list-style-type: none"><li>Upgraded Access to P&amp;R and CGC Innovation Hub</li></ul>	<ul style="list-style-type: none"><li>East - West Road from Domsey Lane to Park Farm Meadows</li></ul>	<ul style="list-style-type: none"><li>Junction Improvements at Wheelers Hill</li></ul>
	Sustainable Travel	<ul style="list-style-type: none"><li>Bus Service (C1)</li><li>Travel Plans / Packs (C5)</li><li>Car Clubs (C7)</li></ul>	<ul style="list-style-type: none"><li>Bus Service (C1)</li><li>Travel Plans / Packs (C5)</li><li>Car Clubs (C7)</li><li>Secondary Mobility Hub – Willow Hill (C9)</li></ul>	
	Active Travel			
	Formal & Informal Recreation	<ul style="list-style-type: none"><li>Discovery Trail</li></ul>	<ul style="list-style-type: none"><li>Park Farm All Through School Sports Provision</li></ul>	
	Green Infrastructure	<ul style="list-style-type: none"><li>Habitat Network Connectivity (F4)</li><li>Greenways (F11)</li></ul>	<ul style="list-style-type: none"><li>Habitat Network Connectivity (F4)</li><li>Greenways (F11)</li></ul>	
	Employment	<ul style="list-style-type: none"><li>CGC Innovation Hub</li></ul>	<ul style="list-style-type: none"><li>Willow Hill Village Centre (D10)</li></ul>	
	Education		<ul style="list-style-type: none"><li>Willow Hill Primary School (A4, A10)</li><li>Park Farm All Through School (A6, A7, A8, A9, A10)</li></ul>	
	Local Centres		<ul style="list-style-type: none"><li>Willow Hill Village Centre (D10)</li></ul>	
	Drainage	<ul style="list-style-type: none"><li>SUDS (F5)</li><li>Sewers Points of Connection &amp; Improvements</li></ul>	<ul style="list-style-type: none"><li>SUDS (F5)</li><li>Sewers Points of Connection &amp; Improvements</li></ul>	
	Utilities	<ul style="list-style-type: none"><li>Utilities Points of Connection &amp; Improvements</li><li>Broadband Provision</li></ul>	<ul style="list-style-type: none"><li>Utilities Points of Connection &amp; Improvements</li><li>Broadband Provision</li></ul>	



DELIVERY AND PHASING

# PHASING AND DELIVERY

		OUTLINE PLANNING APPLICATION AREA		
PHASE	TOPIC	CGC OPA 1 Ptarmigan Land (IDP Reference in brackets where relevant)	CGC OPA 2 Countryside L&Q (IDP Reference in brackets where relevant)	CGC OPA 3 Halley Developments (IDP Reference in brackets where relevant)
PHASE 03 2035-2039	Highways		<ul style="list-style-type: none"><li>RDR 1 Roundabout 3 Toucan Crossing (C16)</li></ul>	
	Sustainable Travel		<ul style="list-style-type: none"><li>Bus Service (C1)</li><li>Bus Gates (C2)</li><li>Travel Plans / Packs (C5)</li><li>Car Clubs (C7)</li><li>Primary Mobility Hub – Park Farm (C8)</li><li>Secondary Mobility Hub – Park Pale (C9)</li></ul>	
	Active Travel			
	Formal & Informal Recreation		<ul style="list-style-type: none"><li>Park Farm Meadows (North) (D6, F2, F10b, D11)</li></ul>	
	Green Infrastructure		<ul style="list-style-type: none"><li>Park Farm Meadows (North) (D6, F2, F10b, D11)</li><li>Habitat Network Connectivity (F4)</li><li>Allotments Community Gardens and Orchards (F6)</li><li>Greenways (F11)</li></ul>	
	Employment		<ul style="list-style-type: none"><li>SUDS (F5)</li><li>Sewers Points of Connection &amp; Improvements</li><li>Park Farm Village Centre (A2, D10)</li></ul>	
	Education		<ul style="list-style-type: none"><li>Utilities Points of Connection &amp; Improvements</li><li>Broadband Provision</li><li>Standalone Early Years Childcare (A2)</li></ul>	
	Local Centres		<ul style="list-style-type: none"><li>Park Farm Village Centre *(A2, D10, B1**)</li><li>Park Farm Community Hub</li></ul>	
	Drainage		<ul style="list-style-type: none"><li>SUDS (F5)</li><li>Sewers Points of Connection &amp; Improvements</li></ul>	
	Utilities		<ul style="list-style-type: none"><li>Utilities Points of Connection &amp; Improvements</li><li>Broadband Provision</li></ul>	

\*Inclusive of Parish Hall

\*\*Medical Centre to be located within Park Farm Village Centre. Subject to OPA liaison with CCG on existing capacity and delivery triggers.



DELIVERY AND PHASING

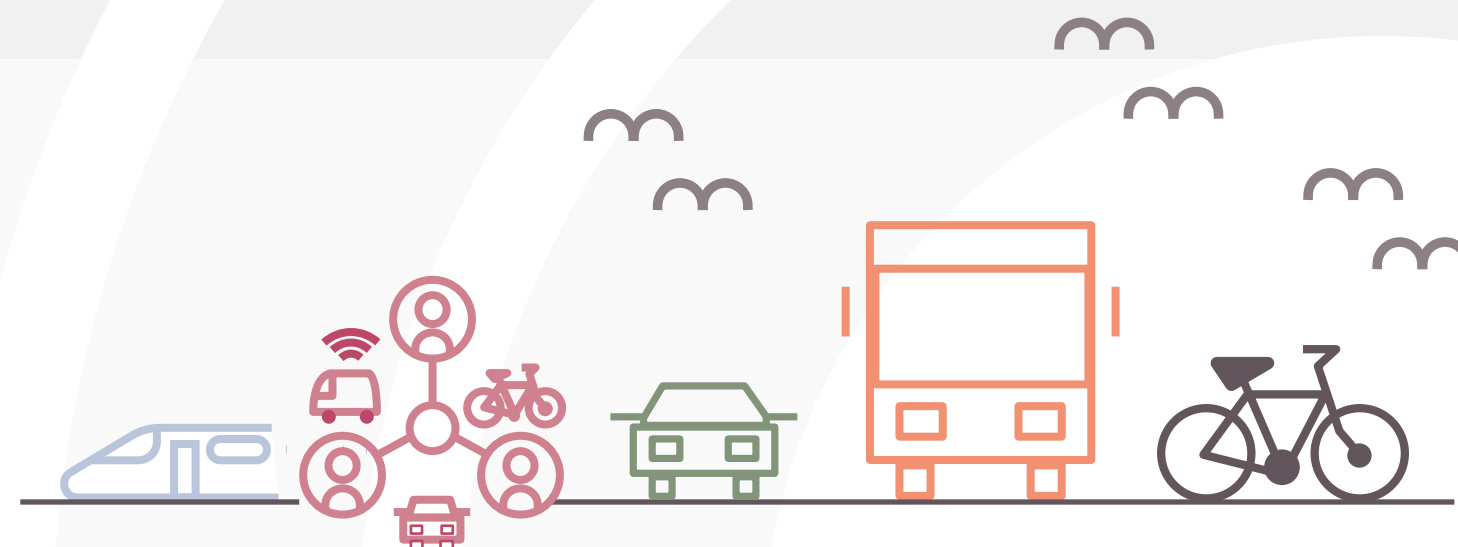
PHASING AND DELIVERY

		OUTLINE PLANNING APPLICATION AREA		
PHASE	TOPIC	CGC OPA 1 Ptarmigan Land (IDP Reference in brackets where relevant)	CGC OPA 2 Countryside L&Q (IDP Reference in brackets where relevant)	CGC OPA 3 Halley Developments (IDP Reference in brackets where relevant)
PHASE 04 2040-2044	Highways		<ul style="list-style-type: none"><li>CNEB Mineral Conveyor Bridge Upgrade (C28, C29)</li></ul>	
	Sustainable Travel		<ul style="list-style-type: none"><li>Bus Service (C1)</li><li>Travel Plans / Packs (C5)</li><li>Car Clubs (C7)</li><li>Secondary Mobility Hub – Hawthorn Village (C9)</li></ul>	
	Active Travel		<ul style="list-style-type: none"><li>Southern CNEB Bridge Crossing (C26)</li><li>Northern CNEB Bridge Crossing (C27)</li></ul>	
	Formal & informal recreation		<ul style="list-style-type: none"><li>Dukes Wood Nature Park (D6)</li><li>Dukes Wood Sports Hub (D9)</li></ul>	
	Green Infrastructure		<ul style="list-style-type: none"><li>Dukes Wood Nature Park (D6, F2, F8, D11)</li><li>Habitat Network Connectivity (F4)</li><li>Allotments Community Gardens and Orchards (F6)</li><li>Greenways (F11)</li></ul>	
	Employment		<ul style="list-style-type: none"><li>Hawthorn Village Centre (D9, D10)</li></ul>	
	Education		<ul style="list-style-type: none"><li>Hawthorn Primary School (A5, A10)</li></ul>	
	Local Centres		<ul style="list-style-type: none"><li>Hawthorn Village Centre (D10)</li></ul>	
	Drainage		<ul style="list-style-type: none"><li>SUDS (F5)</li><li>Sewers Points of Connection &amp; Improvements</li></ul>	
	Utilities		<ul style="list-style-type: none"><li>Utilities Points of Connection &amp; Improvements</li><li>Broadband Provision</li></ul>	



# DELIVERY AND PHASING

## FUTURE PROOFING



**The Garden Community will be delivered over approximately the next 20 years and therefore it must ensure that it can adapt to changing policy, technology, demographics, environment and cultural behaviours during this time. It must also meet the needs of the present without compromising the ability of future generations to meet their own needs. Ensuring the Stage 1 Masterplan is ‘future proofed’ has therefore been a key consideration in the overall design.**

Whilst reasons for changes can come from a variety and mixture of factors, the following text sets out a number of key change catalysts and provides examples of how the Stage 1 Masterplan has been designed to adapt to these.

The PFA will set the mechanisms for review and the approach for monitoring aspects of the CGC, such as transport movements. This will provide a formal process for future-proofing the development proposals and encouraging positive change over time.

### PLANNING POLICY & LEGISLATION

Whilst the Stage 1 Masterplan and future OPA Stage 2 Masterplans will be approved at fixed times, it is important that the future development is able to respond to changes in policies; such as planning, environmental and transport. Examples of adaptation methods include:

- If a revised Local Plan is adopted, and any OPA's are not approved, then the DFD will be revised in accordance with the new Local Plan policies and any future OPA's will need to be revised to reflect this.

- The cycle network's final design will be agreed at each RMA stage, consistent with the overall cycle network, but ensuring a responsive approach to emerging trends and best practice.
- Street Typologies will be updated at RMA stage in accordance with amendments to national and local design and safety standards.
- Open space and green infrastructure delivery will be reviewed at RMA stage to ensure the ability exists to incorporate historical features or strategies not accounted for at the OPA stage.
- The Waste Strategy will be conditioned as part of an OPA, and targets will be reviewed throughout the project lifecycle to ensure they are being met and are at a minimum in line with national and local policy.
- Employment floorspace will be secured via planning conditions to avoid any future changes in use via policy changes such as the General Permitted Development Order.

### TECHNOLOGY

The phasing of the CGC is predicted to run until beyond 2040, as such the development will need to adapt and take advantage of advances in technology. Examples of where this can be done include:

- Bus use will be promoted throughout the life of development by encouraging the modernisation of facilities as well as technology to keep users up to date on locations, timings and sustainable transport initiatives.
- Travel Plans will undertake reviews at 3-year intervals to understand emerging technologies such as automated vehicles and whether it is practical, feasible and viable to deliver them in future phases of the development.

- Archaeological surveys will be agreed on a phase-by-phase basis and respond to future advances in technology to help reimagine buried remains and avoid harming historical assets.
- RMA Drainage will respond to emerging technologies and best practice to ensure CGC is at the forefront of implementing modern sustainable drainage measures.
- Layouts of buildings, both residential and non-residential, will be reviewed at RMA stage to ensure the design incorporates the potential for future technologies.
- On-site energy trials and post-construction monitoring could be undertaken to inform future development phases and assist in evolving energy strategies for future development phases.
- Future technological advances will improve efficiency and off-set an element of the potential additional electrical requirements that may come forward through increased populations.
- Passive network provision and capacity for off plot EV charging will be provided to secure a sufficient electricity supply to cater for future modes of electric vehicle travel.

### DEMOGRAPHIC

As the CGC grows, the population will grow and overtime the demographics of the development will shift. In order to balance any shifts in population numbers and ages the following will be secured:

- Cycle routes and walking paths will be designed to a capacity that allows significant space for an expanding community.
- Infrastructure will be provided to allow an additional electrical load in the future without significantly altering core elements of the design.



## DELIVERY AND PHASING

# FUTURE PROOFING



- Utilities networks will be closely monitored to ensure that any advances will sufficiently sized and any additional capacity that may be required is sourced as efficiently and responsibly as possible.
- Sufficient floorspace will be provided to ensure that as the population of the Garden Community grows there will not be pressure on the availability of facilities.
- School land allocated will enable the ability to expand should demand dictate.
- Regular monitoring will be undertaken to ensure school sites are brought forward at a point where it meets demand, but does not undermine the sustainability of the school itself or other schools within or nearby the CGC.
- Schools will be designed in such a way to enable them to adapt as the needs of the new community develops.
- Housing will be provided to meet a range of size needs as well as needs for accessible dwellings and care units as well as other specialist housing.

### ENVIRONMENT AND CLIMATE

In July 2019, Chelmsford City Council declared a climate and ecological emergency and pledged to take action to make the Council's activities net-zero carbon by 2030. Sustainable development principles run throughout the DFD, however in order to ensure the development is built with resilience to change the following will be implemented:

- The GBI network will be designed to be resilient to climate change by incorporating mitigation and adaptation, including a diverse planting palette of native and non-native species, selected to be robust and able to withstand dramatic changes in weather,

pollution, water logging and drought whilst managing responses to infectious diseases such as Ash Dieback and Dutch Elm Disease.

- Surface water features will be designed using multiple, worst case, rainfall data profiles to build in resilience to climate change within the system.
- Buffer zones will be included within attenuation features to adapt to rainfall events that may fall outside of the design probability criteria.
- Large canopy trees will provide shading and assist with slowing surface water runoff.
- As trees mature on site their ability to capture carbon and release oxygen will be enhanced and promote healthier air.
- Buildings (including school and early years facilities) will be required to meet high sustainability standards to support the transition to a net zero economy and ensure the impacts of climate change are mitigated.
- Construct Environmental Management Plans will be secured by OPA conditions and provided at the RMA stage to ensure best practice is undertaken as part of the development delivery stages.
- A progressive shared vision will drive successful waste management and facilitate innovation in the need to reduce waste.

### BEHAVIOURAL

It is recognised that people's views and attitudes to a range of lifestyle factors change over time, and as a result the development will need to be able to adapt to changes in demand. The following examples within the CGC allow for these changes:

- Comprehensive transport monitoring will ensure all measures are performing to expectations and can adapt where necessary to



ensure CGC leads the way in supporting changing habits in terms of car ownership.

- Parking numbers will be monitored to adapt to a reduction in parking need in each phase and allow alternative uses for the spaces to come forward.
- Green infrastructure is designed to promote low carbon behaviour by creating safe, attractive, high quality, inclusive, green open spaces on people's doorsteps, easily accessible by sustainable modes of travel, reducing the need to travel by car.
- Formal sport is provided as a critical mass to enable flexibility for a range of pitch layouts to allow for existing and future local needs.
- Sports hubs provide large areas of informal recreation and amenity space close to Village Centres and allow for the flexibility for future outdoor community events, gatherings and other local needs.
- Passive network provision and capacity for off plot EV charging will securing a sufficient electricity supply to cater for future modes of electric vehicle travel.
- Buildings will be designed with sufficient flexibility to ensure that floorspace will be available for a wide range of health and community facilities as new households move in and community groups form.
- During the early phases of the development, consideration will be given to meanwhile uses and the ability of spaces to be used flexibly so that they can adapt according to the individuals, groups and organisations who wish to use them.
- Flexible and resilient employment floorspace will be provided that can be adapted to meet changing needs of businesses.
- Super-fast broadband provision will support home working and smaller workspace hubs for start-up business.
- The Site Wide Stewardship Steering Group will ensure long term monitoring is carried out to be adaptable to changing needs across the development.







10.

FINAL  
WORDING TO  
BE AGREED

# DETAILED DESIGN CODE FRAMEWORK





# DETAILED DESIGN CODE FRAMEWORK

## DETAILED DESIGN CODE STAGES INCLUDING SITE WIDE DESIGN CONSIDERATIONS

### CONTEXT

Three outline planning applications (OPAs) will be prepared for each zone. They will vary in extent, with each one covering approximately 1000 to 3500 dwellings, together with varying amounts of open space, employment, commercial, community and mixed uses floor space. Each OPA will need to demonstrate compliance with Stage 1 of the Masterplan (i.e. the DFD, IDP and PFA), albeit allowing for agreed refinements in response to progression of the evidence base (including EIA) and the outcome of consultation exercises throughout the OPA stage, thus ensuring a joined-up approach to comprehensive masterplanning. The outline planning permissions (OPPs) will then comprise Stage 2 of the Masterplan.

Design coding should focus on medium-term development, rather than development that may be many years away from construction. On schemes of several thousand homes it is therefore appropriate to establish a phased design coding regime, which allows for a series of codes to be produced over time. The regime ensures that all codes are demonstrably compliant with the Masterplan, and are produced to a consistent level of detail and prescription.

Each OPP will include a pre-commencement condition requiring the approval of a DDC for the relevant area of the development prior to the submission of any RMA.

### DESIGN CODING FRAMEWORK

#### Site Wide Design Consideration(SWDC):

The SWDC are aspects of site wide (Entire NE Chelmsford Garden Community) infrastructure that will be considered when preparing individual Detailed Design Codes (DDCs) and will be the common thread across all three OPA Zones. This will include, but may not be limited to design of wayfinding, signage, primary and secondary active travel routes, design and surface materials, bus stop design, parking standards, lighting, public art, heritage trails, street furniture, branding, bus gates, mobility hubs, car club and signage & surfacing materials. The SWDC will therefore provide a clear link between the aspirations of the DFD, the production of future DDCs and the delivery of individual RMAs thus setting out a commitment to a consistently high quality of design across the Garden Community.

The definitive list of what is included as a SWDC will reflect the

outcomes of consultation and negotiations during the OPA stage. The PFA will set out the process to approve the SWDC including the scope and ability to undertake future reviews.

#### Detailed Design Code Structure and Content:

The NPPF makes it clear that the degree of prescription within detailed design codes should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety. For a site with a Masterplan and Vision, codes should be detailed and specific. Best practice indicates they should carefully distinguish mandatory design instructions from discretionary design guidance. The DDCs for CGC will vary in their extent, but will be consistent in their objectives and in how they stipulate design quality. Each OPP will include a pre-commencement condition requiring the approval of a DDC for the relevant area of the development prior to the submission of any RMA.

All DDCs will include a common thread Chapter detailing the design specification for all agreed SWDC to ensure consistency across CGC. The PFA will provide the necessary clause to ensure all Consortium members are consulted when agreeing approve any the SWDC design specifications that are submitted to CCC for approval. Following the approval of the first DDC, all subsequent DCCs will, include the same SWDC Chapter to ensure consistency across all three Zones, unless revisions are agreed in accordance with the PFA or approved by the City Council.

Each DDC might be expected to cover a part of the site that, in its delivery, could represent up to approximately five years in programme and/or up to 1500 homes in coverage. This will allow for the smaller OPA areas to be coded in single documents, and the larger area to be coded in phases, reflecting their longer duration in design and delivery. It may be appropriate for certain elements to have their own DDC: these could include enabling works or infrastructure, or particular uses that need to be delivered independently such as schools or employment areas.

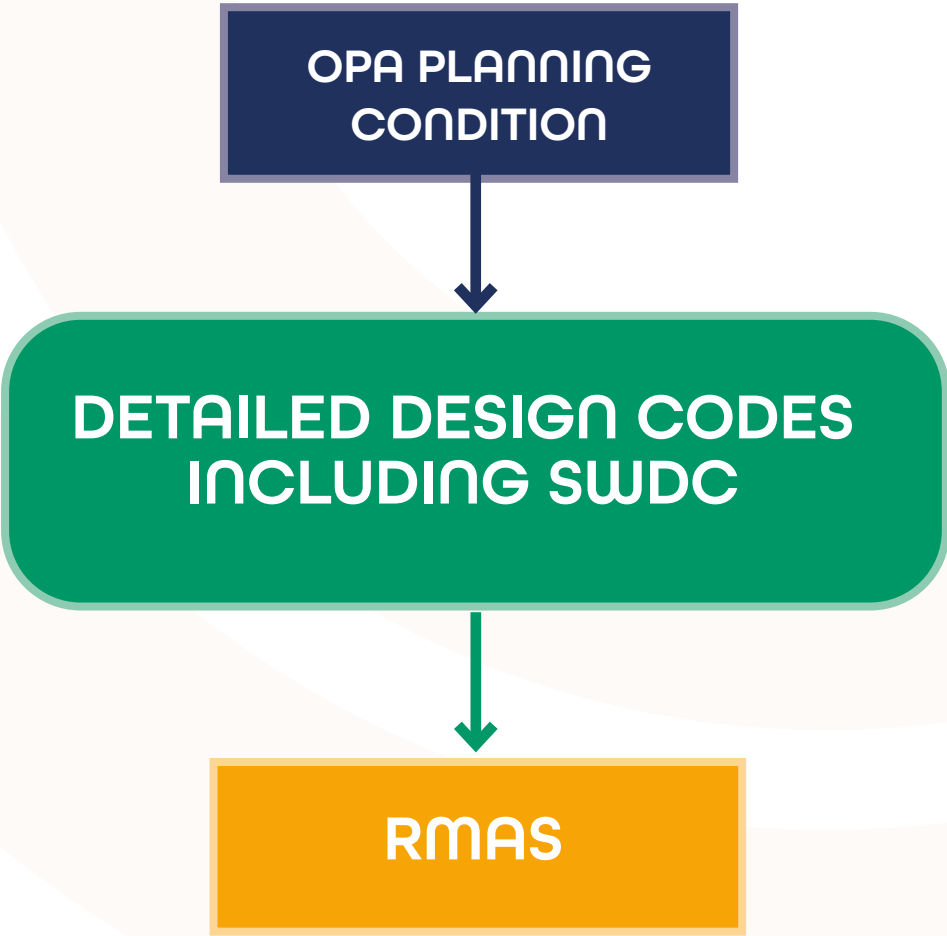
Minimum specifications for the DDCs, and for other types of design guidance documents, is included at Appendix 2 of this DFD. Each DDC will include a Regulatory Plan (i.e. a single scalable drawing), which refers back to the Framework Parameter Plans and any approved OPA Parameter Plans, together with instructions on how to interpret the same. The Regulatory Plans will address layout issues; i.e. the framework of routes and spaces that connect across the sub-area in question and

into adjacent sub-areas, and the proposed patterns of blocks.

The DDCs will address aspects of design not prescribed at Outline Planning stages, including the stipulation of building typologies appropriate to parcel frontages and character areas. The DDCs will extend to aspects of land use, landscape design, and architectural design / style / materials. It is envisaged that the DDCs will be more prescriptive along the edges of development parcels, where built form fronts key spaces and streets. Greater flexibility will be permitted within the development parcels.

The DDCs will also extend to aspects of sustainability and building performance by referring to appropriate industry-recognised standards including the Future Homes Standard and Building Regulations.

In combination the DDCs with SWDC chapter will ensure that design quality is protected throughout the production of RMAs and the implementation stages.





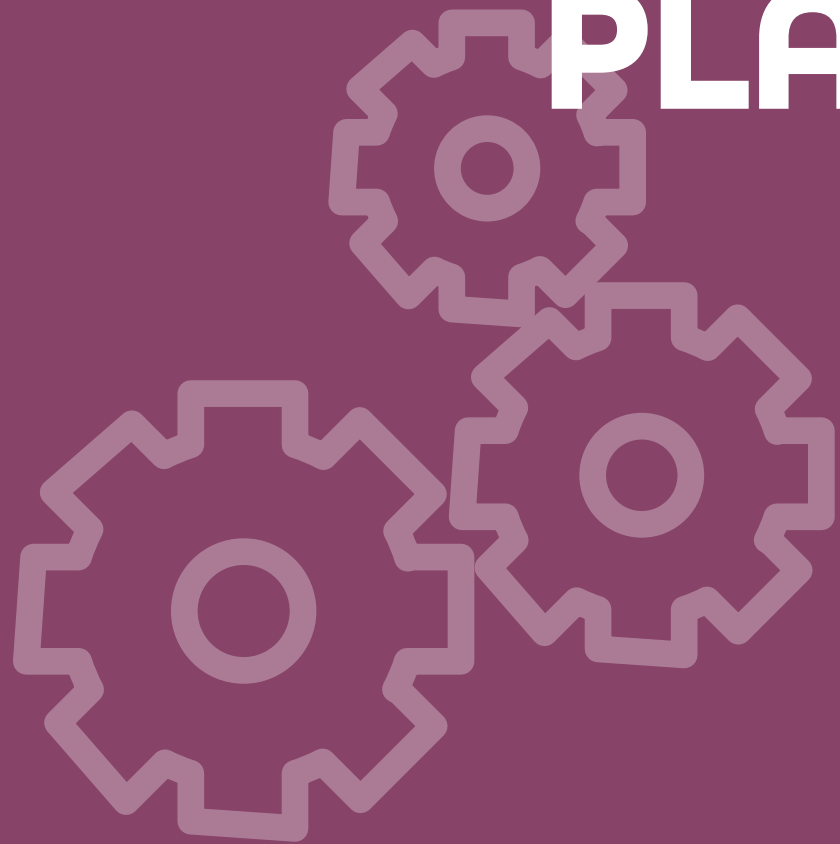




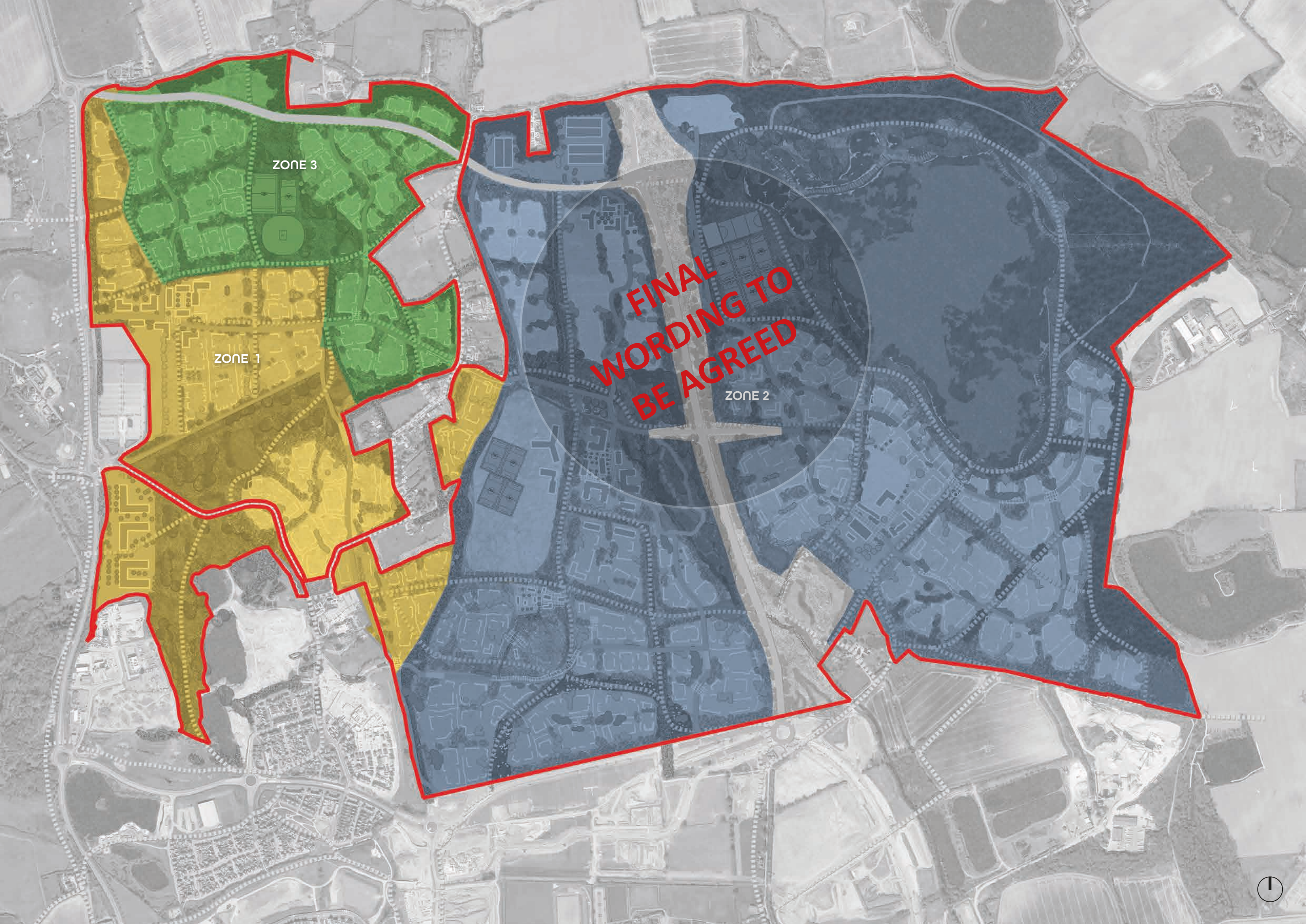
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## IMPLEMENTATION PLANNING APPLICATION REQUIREMENTS







ZONE 3

ZONE 1

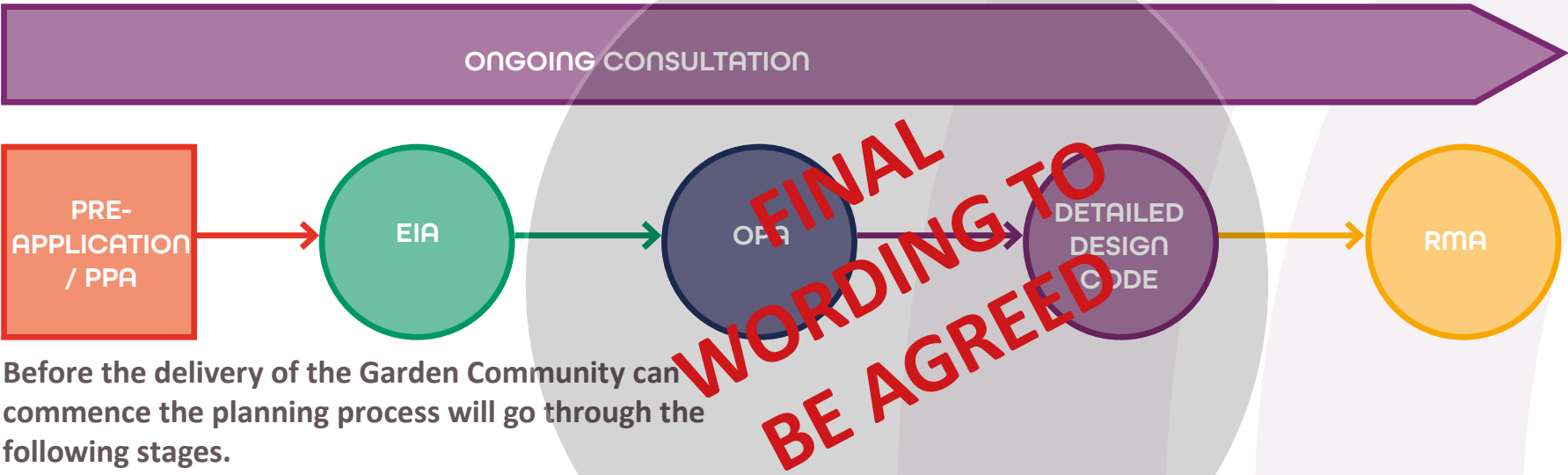
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IMPLEMENTATION - PLANNING APPLICATION REQUIREMENTS

# PRE-APPLICATION/PPA





## ONGOING CONSULTATION

Whilst the pre-application engagement will involve a range of public consultation, at all times throughout the CGC’s development the public will have the opportunity to be involved in the planning process. This opportunity will largely be through commenting on planning applications (either individually or as part of local groups), but they will also be able to contact local Councillors to highlight ambitions, or make comments through local interest groups.

Regular site visits will be carried out with Members and other key Stakeholders in liaison with the Site Wide Stewardship Steering Group.



## PRE-APPLICATION/PPA



## ENVIRONMENTAL IMPACT ASSESSMENTS (EIA)

In order to ensure each applicant undertakes the relevant assessments prior to submitting an OPA, pre-application engagement between the applicant and the City and County Councils will be critical.

To maximise the benefit of these discussions and provide certainty for all parties, a ‘Planning Performance Agreement’ (PPA) will be agreed. This is an agreement which the local planning authorities and applicants can use to agree timescales, actions and resources for handling particular applications. It will cover the pre-application and application and post-application stages.

**The OPA pre-application stages will include:**

- at least one public Consultation Exhibition.
- up to two Member briefings
- stakeholder meetings to be agreed via the PPA
- EIA Scoping - To ensure the correct assessments are undertaken

Each OPA will be EIA development and will be supported by an Environment Statement (ES) to determine the potential environmental, social, and health effects of a proposed development.

As the Stage 2 Masterplan OPA are brought forward, it is important that the EIA strategy is cohesive and incorporates all available evidence when assessments are made to ensure adequate cumulative assessment.

**Each OPA will use the following EIA strategy:**

- the EIA for each OPA area will, where appropriate and required, consider the potential cumulative effects of the wider development proposals within the Garden Community as set out in this DFD
- the starting point for consideration of potential cumulative effects of the wider development proposals will take into account the relative certainty of each OPA area at that time with reference to ‘PINS Advice Note Seventeen: Cumulative effects assessment relevant to nationally significant infrastructure projects’. Whilst Advice Note 17 sets out a staged approach to cumulative effects assessment for Nationally Significant Infrastructure Projects, due to the scale of redevelopment proposed within the CGC, it provides helpful context for assessing the cumulative effects of the different developments that are likely to come forward

- the tiered approach to assessing cumulative effects, will be dependent on the information available at the time in the public domain and reasonable assumptions, using the DFD and IDP inform this. E.g., where later developments are submitted for OPA, more detailed information will be available to base a cumulative effects assessment on, compared with earlier OPA’s

**For the CGC this would mean that:**

- the first OPA will take its assumptions for unknown data from masterplan documents (the DFD, PFA & IDP) and any other information available at the time
- the second OPA will then be able to use the information in the first outline EIA, as well as the masterplan documents for other areas
- this chain would continue for the subsequent OPA until all environmental impacts have been assessed

- Each EIA Scoping Opinion Request Report will set out how the wider CGC will be assessed cumulatively within its EIA (and/or incorporated into future baselines where relevant).



# IMPLEMENTATION - PLANNING APPLICATION REQUIREMENTS

## PRE-APPLICATION/PPA

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### OUTLINE PLANNING APPLICATIONS (OPA)

The OPA will be supported by a number of Parameter Plans for approval that will be based upon and in broad conformity with the DFD Framework Parameter Plans. Appendix 1 of this document sets out the key themes that are to be covered in the application, the documents needed to be submitted, and what the documents will be delivering. An application will need to comply with this list to ensure the application is validated (See Appendix 1).

Each Stage 2 Masterplan OPA will be required to be based upon and in broad conformity with the Stage 1 Approved Documents including this DFD and associated documents, which are significant material considerations.

Should any OPA not be approved by the time any revised Local Plan is adopted, then the DFD will be revised in accordance with the new Local Plan policies and all future OPA's will need to be revised to reflect this.

Each OPA will include a set of Outline Conditions that establish restrictions and further details that are required at the reserved matters application stage (RMA). These Outline Conditions will be agreed at the OPA Stage and will worded in such a way that allows flexibility for later phases to incorporate the latest technology and adhere to updated policy and legislation.



### SWDC AND DETAILED DESIGN CODE

It is proposed that prior to the submission of any RMA's a single Site Wide Design Considerations Document (SWDC) is approved for all areas of CGC. This will allow subsequent Detailed Design Codes to be prepared for different parts of the site that will vary in their size and content, but that are consistent in their objectives and how they stipulate design quality – while making reference back to the overarching SWDC. The ability to ensure that all parties collaboratively agree the SWDC will be secured by the PFA.

The Detailed Design Codes will address aspects of design not prescribed at Outline Planning stages, including the stipulation of building typologies appropriate to parcel frontages and character areas.

The Code will extend to aspects of land use, landscape design, and architectural design / style / materials. It is envisaged that the Codes will be more prescriptive along the edges of development parcels, where built form fronts key spaces and streets. Greater flexibility will be permitted within the development parcels.



### RESERVED MATTERS APPLICATIONS (RMA)

Reserved Matters applications will seek approval for the following:

- **appearance** - aspects of a building or place which affect the way it looks, including the exterior of the development
- **means of access** - covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site
- **landscaping** - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen
- **layout** - includes buildings, routes and open spaces within the development and the way they are laid out in relations to buildings and spaces outside the development
- **scale** - includes information on the size of the development, including the height, width and length of each proposed building

The Phasing Plans, shown on **pages 162-165**, anticipates delivery of the wider development, however this will likely be broken down further into smaller Reserved Matters Areas.







**A.**

# **APPENDIX 1**

## **EVIDENCE BASE**









To ensure that the development can deliver the best of town and country, and the best of neighbourhoods and nature, a range of environmental and technical baseline studies have been undertaken to inform the DFD. These are presented in the form of ‘Evidence Base’ documents covering economic, social and environmental characteristics and prospects of the area that have in turn guided the content of this document.

The full list of the Evidence Base documents, alongside the list of responsible consultants is set out in the table below.

Document	Consultant
North East Chelmsford Garden Community Employment Study, July 2020	Lichfields
Chelmsford Industrial Market Report, September 2021	BNP Paribas Real Estate
Chelmsford Garden Community, Employment Space Summary	JTP
Landscape & Visual Technical Note, March 2022, Rev C	Bradley Murphy Design
North East Chelmsford Tree Survey, August 2018	Sharon Hosegood Associates
Health and Social Infrastructure Technical Appendix, November 2022	Quod
Educational Technical Appendix, November 2022	Quod
Energy & Sustainability Workshop Feedback, March 2022	Arcadis
Carbon Framework Technical Note, December 2022	Turley
Waste Strategy, February 2022	Arcadis

Cultural Heritage Desk Based Assessment, September 2021	Aecom
Nature Recovery Networks at Chelmsford Community Garden, May 2022	Southern Ecological Solutions
Onsite Civil Engineering Infrastructure Statement, May 2022	Aecom
Utilities Report, January 2022	TriConnex
Movement Strategy, Incorporating: <ul style="list-style-type: none"><li>• Movement Strategy summary</li><li>• Appendix A1 Modal Share targets</li><li>• Appendix A2 Walking and Cycle Strategy</li><li>• Appendix A3 Parking Strategy</li><li>• Appendix A4 Bus Strategy</li><li>• Appendix A5 Content of OPA’s</li><li>• Appendix A6 Access Strategy</li></ul>	Mayer Brown and TPA
Statement of Community Involvement May 22	JTP







# A.

## APPENDIX 2

### DESIGN CODE FRAMEWORK









DETAILED DESIGN CODE FRAMEWORK

A consistent structure will be required for all Detailed Design Codes, to include the following content where these codes cover principally residential and mixed use areas:

PART A: BACKGROUND

Chapter 1 - Introduction

- 1.1 Purpose of the SWDC and OPP Detailed Design Code
- 1.2 Status of the SWDC, Detailed Design Code and Relationship to DFD Masterplan
- 1.3 Vision & Design Objectives - reference to DFD
- 1.4 Outline Parameter Plans
- 1.5 Using the Detailed Design Code
- 1.6 The Regulatory Plan
- 1.7 Illustrative Masterplan
- 1.8 Detailed Design Code Compliance Checklist

Chapter 2 - Context

- 2.1 Location & Scope of Project Phase
- 2.2 Wider Planning Context including adjoining CGC Phases
- 2.3 Existing Site Features (e.g. Topography, Watercourses, Heritage Assets, Existing Woodland Blocks and Public Rights of Way)
- 2.4 Movement and Transport network

PART B: SITE WIDE DESIGN CONSIDERATIONS (SWDC)\*

\*to be the same in all DCCs to ensure consistency across all three CGC Zones

Chapter 3 – SWDC

- 3.1 Design of Wayfinding signage
- 3.2 Primary and Secondary active travel routes design & surface materials
- 3.5 Bus Stop Design
- 3.4 Green Infrastructure Lighting Design
- 3.5 Public Art Strategy
- 3.6 Design of Heritage Trail signage
- 3.7 Green Infrastructure Furniture design
- 3.8 CGC Branding
- 3.9 Bus Gate design
- 3.10 Mobility Hub design
- 3.11 Car Club signage and surfacing material
- 3.12 Parking standards

PART C: SPATIAL

Chapter 4 - Landscape

- 4.1 Landscape Vision and Framework
- 4.2 Key Open Spaces
  - 4.2.1 Primary Green Infrastructure Component A
  - 4.2.2 Primary Green Infrastructure Component B
  - 4.2.3 Primary Green Infrastructure Component C etc.
- 4.3 Key Groupings
  - 4.3.1 Key Grouping A
  - 4.3.2 Key Grouping B
  - 4.3.3 Key Grouping C
  - 4.3.4 Key Grouping D etc.
- 4.4 Sustainable Drainage Features

Chapter 5 - Movement & Access

- 5.1 Movement and Access ‘Guiding Design Principles’ and Regulatory Plan
- 5.2 Access Points
- 5.3 Mobility Hubs
- 5.4 Street Hierarchy and Active Travel Routes
  - 5.4.1 Primary Street
  - 5.4.2 Secondary Street
  - 5.4.3 Cross Parcel Permeability and Tertiary Streets
  - 5.4.4 Tertiary Streets: Standard
  - 5.4.5 Tertiary Streets: Home Zone / Shared Surface
  - 5.4.6 Tertiary Streets: Private Drives
- 5.5 Cycle and Pedestrian Network
- 5.6 Bus Network and Bus Gates
- 5.7 Vehicular Parking
- 5.8 Cycle Parking
- Chapter 6 - Built Form
- 6.1 Built Form Guiding Design Principles and Regulatory Plan
- 6.2 Key Elements
- 6.3 Frontage Character
- 6.4 Character Areas
- 6.5 New Neighbourhoods
- 6.6 Dwelling Typologies
- 6.7 Parking Typologies
- 6.8 Boundary Typologies
- 6.9 Residential Density
- 6.10 Building Heights
- 6.11 Residential Plot Layout Rules
- 6.12 Architectural Principles for Residential Built Form

6.13 Principles for Mixed Use Built Form

- 6.13.1 Community Uses
- 6.13.2 Employment Uses
- 6.13.3 Commercial Uses
- 6.13.4 Later Living etc
- 6.14 Refuse & Recycling Strategy

PART D: DETAIL

Chapter 7 - Detailing the Place

- 7.1 Public Realm Palette
  - 7.1.1 Hard Landscape Materials
  - 7.1.2 Street Furniture Materials
  - 7.1.3 Existing Vegetation
  - 7.1.4 Planting Strategy
  - 7.1.5 Productive Landscape Strategy
  - 7.1.6 Biodiversity & Ecology Strategy
  - 7.1.7 Lighting Strategy
  - 7.1.8 Wayfinding Strategy\*
  - 7.1.9 Public Art Strategy \*
  - 7.1.10 Private & Semi Private Spaces
- 7.2 Boundary Strategy & Palette
  - 7.2.1 Boundary Treatment Types
  - 7.2.2 Materials and Planting

\*May form a separate strategy prepared alongside design cod

PART E: TECHNICAL

Chapter 8 - Technical Standards

- 8.1 Private Amenity Space (Residential)
- 8.2 Parking Standards
- 8.3 Site-Wide Utilities Accommodation
- 8.4 Electric Vehicle Charging
- 8.5 Accommodating Bin Storage and Waste
- 8.6 Play Provision Strategy
- 8.7 Sport Provision Strategy







# A.

## **APPENDIX 3**

### **KEY VALIDATION REQUIREMENTS**





# APPENDIX 3

## KEY VALIDATION REQUIREMENTS

### APPENDIX 3 - PLANNING APPLICATION REQUIREMENTS

Planning applications for all development to be accompanied by written and illustrative material to demonstrates how proposals align with the Local Plan, DFD, Framework Parameter Plans and all other material planning considerations.

**Key themes to be covered with the application submission documents will include:**

- Land use and amount
- Residential development
- Employment development
- Education
- Social & Health
- Movement and Utilities
- Access and movement
- Strategic utilities
- Green Infrastructure and Open Space
- Connected green infrastructure
- Public Open Space
- Open space tiers

### OUTLINE PLANNING APPLICATION

The documents to be submitted as part of any Outline Planning Application (OPA), and what these will include, is detailed in Table 1 below. The final list will be determined by each application area’s site-specific characteristics and agreed with Chelmsford City Council through the PPA Pre-Application Process and EIA Scoping.

**Table 1 – Outline Planning Application Requirements**

Plans	Details
Site Location Plan	Should be at an identified standard metric scale and show the direction of north. It should show the application site boundaries outlined in red and a blue line should be drawn around any other land owned by the applicant that is close to or adjacent to the site. The plan should identify roads and or buildings on land adjoining the application site.
Site Plan (Block Plan)	Should be at an identified standard metric scale and show the direction of north. Should show the proposed development in relation to the site boundaries and other existing buildings on the site, with dimensions specified including those to the boundaries.
Outline Parameter Plans	<p>The DFD includes a number of quantified Framework Parameters. The Parameter Plans for each OPA will be scalable drawings, which include detailed breakdowns of quantities as appropriate: e.g. amounts (in ha) of developable land, broken down by types; extents (in ha) of local centres; and amounts (in ha) of green infrastructure, broken down by type, etc. All OPA Parameter Plans will be produced to a common drawing specification and style, which will be agreed with CCC before the first OPA is submitted. Together the various OPA Parameter Plans will provide a complete picture of the development proposals across CGC as a whole.</p> <p>This will include land use, building heights, areas of potential built development, access and movement, landscape (green and blue infrastructure), public open space and other key structuring and placemaking components and be in accordance with the DFD FPP’s. The Outline Parameter Plans will inform the EIA and should be used in a way that does not inhibit the evolution of detailed proposals. For example, setting maximum parameters for aspects such as building heights can still allow flexibility in determining the detailed design of a scheme.</p>
Illustrative masterplan	This will provide an illustrative image of the site layout based on the submitted details



APPENDIX 3

KEY VALIDATION REQUIREMENTS

Documents	Details
Outline Application Form and Certificates	
Draft Section 106 Heads of Terms	In accordance with the Stage 1 Masterplan DFD, IPD and PFA.
Planning Statement	To identify the context and describe the proposed development and includes an assessment of how the proposed development accords with the relevant national, regional and local adopted planning policies, as well as the Stage 1 Masterplan DFD, IPD and PFA.
Affordable Housing Statement	This will set out the overall level of affordable housing proposed as well as the indicative number, size, type and tenure of the units. Included in the Planning Statement.
Minerals and Waste Infrastructure Impact Assessment	To provide evidence that waste sites and infrastructure are able to continue their operation without being impacted by the proposal.
Minerals Supply Audit	To include: <ul style="list-style-type: none"><li>Information on anticipated volumes (aggregates / site enabling, and building supplies if avail)</li><li>Identification where possible of material arising from development of this site;</li><li>Aggregate needed to implement the proposed development;</li><li>How this is going to be phased over the lifetime of this development.</li><li>Identify if a supply market for aggregates &amp; minerals been identified to support the delivery of this site.</li></ul> The transport of minerals material to and from the site will need also to be taken into account.
Strategic levels report	To provide rationale on cut and fill strategy
Agricultural land survey	Where relevant this will assess the quality of agricultural land
Design and Access Statement	Should explain the design thinking behind the prodevelopment, making it easier for the City Council, consultees and interested parties, to understand how the scheme has developed. It should show how the proposed development will be accessible for different people. It should include details of the proposed uses, quality, layout, scale, landscaping and access. It should also include the approach to phasing and delivery as well as Detailed Design Code.
Statement of Community Involvement	This will detail the measures taken to consult and involve the local community in the development, before the application was submitted. It will also set out how the views of residents have been incorporated into the development.



APPENDIX 3

KEY VALIDATION REQUIREMENTS

Environmental Statement (ES) and Non-Technical Summary (NTS)	This will identify the potential environmental effects of the proposed development and propose relevant mitigation.
Transport Assessment and Travel Plan (Inclusive of Bus Strategy, Active Mode Strategy, Parking Strategy and Access Strategy)	To be included as an Appendix to the ES. This will confirm the impacts upon the local highway, how impacts will be mitigated and how sustainable modes of transport will be promoted.
Flood Risk Assessment and Drainage Strategy (to include Framework SUDS Maintenance Plan)	To be included as an Appendix to the ES. This will confirm that the development will not be at risk of flooding and will also confirm a drainage strategy to ensure no unacceptable impacts occur within or outside of the CGC.
Ecological Survey and Report / Biodiversity Gain Statement	To be included as an Appendix to the ES. This will confirm the impacts upon localised ecology, how impacts will be mitigated, the BNG baseline (using most up-to-date DEFRA metric) and how ecological gains could be achieved.
Arboricultural Survey and Report	To be included as an Appendix to the ES. This will confirm the impacts upon localised arboriculture and how impacts will be mitigated.
Archaeological Assessment	To be included as an Appendix to the ES. This will confirm the archeology on the site and how risk to any potential archaeology will be mitigated.
Land Compliance Study for Schools	To confirm the proposed school locations are appropriate and deliverable. This will be in line with ‘Essex County Council Developers’ Guide to Infrastructure Contributions’ document (2019).
Stewardship Statement	To confirm how the long-term stewardship of the site will be secured.
Viability Assessment	This will be covered by the IDP and PFA
Specialist Housing Statement	This will demonstrate how specialist housing needs have been considered. This will be included within the Planning Statement.



APPENDIX 3

KEY VALIDATION REQUIREMENTS

Documents	Details
Economic Strategy	<div>This will consider:</div> <ul style="list-style-type: none"><li>A realistic level of self-containment is achieved, with as many commuting journeys as possible undertaken through walking, cycling and public transport;</li><li>Sustainable access to employment opportunities in neighbouring major employment centres;</li><li>A mix of employment uses aligned with a clear sectoral strategy; and</li><li>Innovation infrastructure including business and academic networks, spaces for collaboration.</li></ul>
Noise Assessment	To be included as an Appendix to the ES.
Air Quality Assessment	To be included as an Appendix to the ES.
Landscape and Public Open Space / Green Infrastructure Strategy	To be included as an Appendix to the ES.
Sustainable Drainage Strategy	To be included as an Appendix to the ES.
Ground Investigation Report	To be included as an Appendix to the ES.
Outline Construction Management Plan	To be included as an Appendix to the ES.
Heritage Statement	To be included as an Appendix to the ES. To include Desk Based Assessment and Detailed Setting Assessment.
Utilities Report (to include high-level utilities layout)	To be included as an Appendix to the ES.
Community Facilities Strategy	To be included as an Appendix to the ES.
Education Strategy	To be included as an Appendix to the ES.
Energy and Sustainability Strategy	To be included as an Appendix to the ES.
Overarching Waste Strategy (OWS)	To be included as an Appendix to the ES.
Foul Water Drainage Strategy	To be included as an Appendix to the ES.
Health Impact Assessment	To be included as an Appendix to the ES.
Non-intrusive Archaeological Surveys / Overarching Written Scheme of Investigation.	To be included as an Appendix to the ES.



APPENDIX 3

KEY VALIDATION REQUIREMENTS

Environmental Statement Chapters (subject to Scoping Opinion)
1. Introduction
2. Description of the Site and Surrounding Area
3. The Development Proposals (including waste)
4. Planning Policy Context
5. Methodology for the Environmental Statement
6. Air Quality
7. Archaeology and Historic Environment
8. Biodiversity
9. Carbon and Climate Change
10. Ground Conditions and Soils
11. Health
12. Hydrology and Hydrogeology (including Flood Risk and SuDS
13. Landscape and Visual
14. Noise
15. Socio-economics
16. Traffic and Transport
17. Major Accidents and Disasters
18. Cumulative, In-combination and Interactive Effects
19. Conclusions of Significance
20. References
21. Glossary
22. Alternative Site Assessment

Where external documents are referenced, the most up-to-date version of the document will be reviewed and complied with at the time of submission.

The submitted Environmental Impact Assessment will include:

1. A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, population, fauna, flora, soil, water, air, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the inter-relationship between the above factors.
2. A description of the likely significant effects of the development on the environment, which should cover the direct effects and any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects of the development.
3. A description of mitigation measures proposed to prevent, reduce and where possible, offset any significant adverse effects on the environment.



APPENDIX 3

KEY VALIDATION REQUIREMENTS

RESERVED MATTERS APPLICATION

Subject to the approval of any OPA, Reserved Matters Applications (RMAs) would need to be submitted for various phases of development. The documents to be submitted as part of any RMA, and what these will include, is detailed in Table 2 below. The final list will be determined by each application area’s site-specific characteristics and agreed with Chelmsford City Council through the PPA Pre-Application Process.

Table 2 – Reserved Matters Application Requirements

Plans	Details
Site Location Plan	Should be at an identified standard metric scale and show the direction of north. It should show the application site boundaries outlined in red and a blue line should be drawn around any other land owned by the applicant that is close to or adjacent to the site. The plan should identify roads and or buildings on land adjoining the application site.
Site Plan (Block Plan)	Should be at an identified standard metric scale and show the direction of north. Should show the proposed development in relation to the site boundaries and other existing buildings on the site, with dimensions specified including those to the boundaries.
Existing and Proposed Floor Plans	Drawn to a scale of 1:50 and showing all relevant information such as openings, windows and doors.
Existing and Proposed Elevations	Drawn to a scale of 1:50 and showing all relevant information such as materials, windows and doors. Final details would be secured by a condition.
Existing and Proposed Sections	Drawn to a scale of 1:50 and showing all relevant information.
Landscape Plan	Should show how green infrastructure will be incorporated into the proposed development.
Parking Plan	Should demonstrate how parking has been considered across the site and provide an adequate provision that aligns with the OPA.
Documents	Details
Accommodation Schedule	Lists all residential units proposed and captures key information about each unit, such as bedroom numbers, Nationally Described Space Standards information, accommodation type and tenure.
Affordable Housing Statement	This will set out the overall level of affordable housing proposed as well as the indicative number, size, type and tenure of the units. Included in the Planning Statement.

Design and Access Statement	Should explain the design thinking behind the proposed development, making it easier for the City Council, consultees and interested parties, to understand how the scheme has developed. It should show how the proposed development will be accessible for different people. It should include details of the proposed uses, quality, layout, scale, landscaping and access. It should also include the approach to phasing and delivery as well as Detailed Design Codes.
Ecological Survey and Report / Biodiversity Gain Plan	This will confirm the impacts upon localised ecology, how impacts will be mitigated and how ecological gains will be achieved. It will also provide detailed information on specific BNG delivery including what BNG will be delivered, where it will be delivered and how it will be delivered.
Sustainable Development Checklist	This will explain how the scheme incorporates sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions, and the use of natural resources.
Arboricultural Survey and Report	This will confirm the impacts upon localised arboriculture and how impacts will be mitigated.
Drainage Technical Note	This will confirm how the proposed development aligns with a site wide drainage strategy.
Unilateral Undertaking to support the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy.	This will secure a fee to contribute to ensure habitat mitigation measures are in place as advanced by the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy.
Planning Statement	This will identify the context and describe the proposed development and includes an assessment of how the proposed development accords with the relevant national, regional and local adopted planning policies, as well as the Stage 2 OPA Masterplan.

Final details of matters such as lighting, materials, street signage, hard and soft landscaping, biodiversity, construction, energy, utilities, archaeology and contamination will be approved as part of conditions which are secured through both the OPA and RMA processes.







# A.

## **APPENDIX 4** **non-RESIDENTIAL** **FLOORSPACE**





APPENDIX 4

INDICATIVE NON-RESIDENTIAL AREAS

	Zone 1			Zone 2							Zone 3		
USE (USE CLASS)	Innovation Hub	Great Belsteads Village	Channels Employment Hub	Willow Hill Employment Hub	Willow Hill Village	Park Farm Village	Park Farm ATS	Park Farm Community Hub	Hawthorn Village	Dukes Wood	Great Belsteads Sports Hub	TOTAL	
Employment Office (Class E(g))	39,940m²	500m²	1,440m²		250m²	500m²			500m²			43,130m²	
Employment (Class B2 /B8 /E(g))				16,000m²								16,000m²	
Medical Centre (Class E(e))						1,200m²						1,200m²	
Standalone Day Nursery (Class E(f))						500m²						500m²	
Four Court Sports Hall (Class F2)							1200m²					1,200m²	
Sports Pavilion (Class F2)										600m²	600m²	1,200m²	
Flexible community and education floorspace including meeting rooms, art, and cultural space (Class F1 and F2)		600m²			250m²	500m²		400m²	250m²			2,000m²	
Class E - Retail		2,120m²			500m²	2,000m²			1,000m²			8,020m²	
Class E / Sui Generis					200m²	1,000m²		200m²	1,000m²				
TOTAL												73,250m²	
School Sites		2.4ha			2.1ha		11.15ha		2.1ha				
Formal Sports Facilities							4 x adult football (incl. 1 x 3G pitch)			7.36ha	6.1ha		
Travelling Showpeople Site										9 Plots (2.02ha)			
Children Play Space (LEAP)	0.66ha (to be spread out across OPAs)												
Youth Play Space (NEAP)	0.66ha (to be spread out across OPAs)												
Allotments or Community Garden or Orchard	3.96ha (to be spread out across OPAs)												

\* Subject to OPA1, OPA2 & OPA3









Chelmsford  
Garden  
Community



**CHELMSFORD GARDEN COMMUNITY**  
**PLANNING FRAMEWORK AGREEMENT**  
**SUMMARY**

**1 Purpose and Status of this document**

- 1.1 This document is a summary of the Planning Framework Agreement ('PFA') to be entered into in connection with the Chelmsford Garden Community site ('Site') to reflect the principles of the Development Framework Document ('DFD') and Infrastructure Delivery Plan ('IDP') and to set the framework for the Site Specific Section 106 Agreements ('SSAs') to be entered into for each OPA<sup>1</sup>.
- 1.2 It sets out the agreed principles of the PFA, the objective is which is to secure the comprehensive delivery of the Chelmsford Garden Community. The detailed terms of the PFA are subject to further negotiations between the parties. The subheadings in the summary relate to the agreed principal obligations of the PFA.

**2 Parties**

- 2.1 The parties to the PFA will be: (a) Chelmsford City Council ('CCC'); (b) Essex County Council ('ECC'); (c) Ptarmigan Chelmsford A Limited<sup>2</sup>; (d) Threadneedle Pensions Limited<sup>3</sup> ('Threadneedle'); (e) Hanson Quarry Products Europe Limited<sup>4</sup>; (f) Countryside L&Q (North East Chelmsford) LLP<sup>5</sup>; and (7) Halley Developments Ltd<sup>6</sup> ('Halley').

**Summary of Principal Obligations**

**3 Linkages**

- 3.1 Each of the OPAs and Northern RDR Application to be brought forward in broad conformity with the approved DFD.
- 3.2 Access to each other's land to be facilitated and not to create or exercise any ransom.

**4 IDP Working Group**

- 4.1 An IDP Working Group comprising of representatives of the Developers, CCC and ECC to be constituted and operated as specified in the PFA<sup>7</sup>.

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<sup>1</sup> The outline or hybrid planning application to be brought forward by the relevant landowners/developers.

<sup>2</sup> Landowner/developer of OPA Area 1.

<sup>3</sup> Landowner of part OPA Area 2. The basis on which Threadneedle will enter into the PFA and what provisions of the PFA they shall be subject to is under discussion.

<sup>4</sup> Landowner of part of OPA Area 2.

<sup>5</sup> Developer of OPA Area 2.

<sup>6</sup> Landowner/developer of OPA Area 3.

<sup>7</sup> The IDP Working Group has, in fact, already been set up and had its first meeting on 6 December 2022.



## Appendix 2

- 4.2 The IDP Working Group will be a forum to monitor and review the operation of the IDP, delivery of infrastructure and making necessary updates to the IDP. The IDP Working Group will also have a reporting function to the PDG. Any material changes to the IDP<sup>8</sup> will require the approval of CCC as local planning authority (in consultation with ECC as applicable).

### 5 **Progress Delivery Group ('PDG')**

- 5.1 The PDG comprising of representatives of the developers, CCC and ECC to be constituted and operated as specified in the PFA, and to act as a non-decision making forum to facilitate information sharing and collaborative working by the parties in the planning and delivery of the Site and to provide a monitoring function.

### 6 **Monitoring**

- 6.1 Quarterly monitoring reports will be required, the details of which will be further identified in the PFA.

### 7 **HIF Recovery Contribution (HR)**

- 7.1 To pay the HR split for each OPA Area, subject to the triggers specified in the PFA<sup>9</sup> with the ability for adjusting HR payable, subject to an agreed adjustment mechanism.

### 8 **Education**

- 8.1 The OPAs to be in broad conformity with the education principles specified in the approved DFD.
- 8.2 Terms for education provision to be included<sup>10</sup> which shall include/have regard to (a) accommodate the development proposed for the Site; (b) is integrated across the Site without obstruction, impediment or ransom between the OPA Areas; and (c) is delivered in accordance with the approved IDP and completed SSAs.
- 8.3 Mechanism to be included to secure necessary education provision in the event that not all of the Site is brought forward for development.

### 9 **Northern RDR**

- 9.1 Halley to bring forward the Northern RDR Application.
- 9.2 The detailed arrangements for the provision of the Northern RDR to be set out in the relevant SSA(s).

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<sup>8</sup> The details as to what are material changes to the IDP requiring the approval of CCC (and ECC as applicable) are under discussion and will be set out in the PFA.

<sup>9</sup> The number of instalments and the specific triggers for payment of the HR are under discussion

<sup>10</sup> The terms for provision are under discussion



## Appendix 2

- 9.3 The landowners/developers to use Reasonable Endeavours<sup>11</sup> to ensure that the Northern RDR is: (a) designed and built to accommodate the proposed level of development; (b) in broad conformity with the DFD; (c) integrated across the Site; and (d) delivered in accordance with the triggers in the SSAs.
- 9.4 Mechanism to be included to secure provision of the Northern RDR in the event that not all of the Site is brought forward for development
- 10 **Design Code**
- 10.1 Provisions to secure a site wide and individual OPA Area design code.
- 11 **Sustainability Standards**
- 11.1 The PFA to set out the approach to setting Site-wide sustainability standards.
- 12 **Biodiversity Net Gain**
- 12.1 To submit a Site-wide BNG strategy for approval by CCC prior to the first OPA being determined.
- 12.2 To use Reasonable Endeavours to achieve 20% BNG across the entirety of the Site in its end-state.
- 13 **Public Open Space<sup>12</sup>**
- 13.1 To develop compatible strategies to deliver the open space principles in the approved DFD.
- 13.2 The SSAs to include suitably worded planning obligations for the specification, ownership, and stewardship arrangements for open space provision.
- 14 **Stewardship**
- 14.1 The OPAs to reflect the stewardship principles in the approved DFD.
- 14.2 Prior to determination of the first OPA, to submit for the approval of CCC and ECC: (a) the governance structure of the proposed stewardship vehicle; (b) the business plan for the proposed stewardship vehicle; and (c) a programme for the establishment and operation of the proposed stewardship vehicle.

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<sup>11</sup> The nature of the endeavours obligation is under discussion

<sup>12</sup> It is proposed that the future management and maintenance of public open space would form part of agreed stewardship principles.



## Appendix 2

### 15 **Community Facilities**<sup>13</sup>

- 15.1 The OPAs to reflect the community facilities principles in the approved DFD.
- 15.2 The SSAs to include suitably worded planning obligations for the specification, ownership, and stewardship arrangements of the community facilities.

### 16 **Transport Infrastructure and Sustainable and Active Travel**

- 16.1 To develop compatible strategies (through the PDG) to reflect the transport infrastructure/ sustainable travel principles in the approved DFD.
- 16.2 To use Reasonable Endeavours<sup>14</sup> to ensure that the transport infrastructure and sustainable travel measures: (a) are designed and built to accommodate the proposed level of development; (b) reflect the relevant principles in the approved DFD; (c) are integrated across the Site without any restriction, impediment or ransom; and (d) are provided in accordance with the contents of the IDP.

### 17 **Affordable Housing (AH)**

- 17.1 To provide a minimum of 35% AH in each OPA Area, unless otherwise specified in the SSA for that OPA Area<sup>15</sup>.
- 17.2 The type and tenure mix of AH in each OPA Area to be set out in the SSAs to accord with CCC's adopted policy.
- 17.3 The SSAs to include: (a) submission of an AH scheme (specifying the location, quantum, tenure mix, and size of the AH units); (b) to specify the delivery triggers for the AH; and (c) to make provision for the transfer of the AH units to a RP where applicable.

### 18 **Other Financial Contributions**

- 18.1 Any other financial contributions sought by CCC and ECC to be set out in the SSAs.

### 19 **Employment**

- 19.1 The OPAs to reflect the employment principles in the approved DFD.
- 19.2 To secure a mechanism/approach to develop compatible strategies for delivering employment across the Site in accordance with the employment principles in the approved

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<sup>13</sup> It is proposed that the future management and maintenance of community facilities would form part of agreed stewardship principles.

<sup>14</sup> Whether this is an endeavours or absolute obligation is under discussion.

<sup>15</sup> This AH commitment on the part of the landowners/developers is subject to agreement of the mechanism for any HIF Recovery adjustment (as referenced in para 7.1 of this summary).



## **Appendix 2**

DFD and (b) to report and monitor Site-wide progress in relation to the delivery of the compatible employment strategies.

### **20 Third Party Land**

20.1 Collaborative approach to securing any third-party land to the extent required for the proposed development

**8 December 2022**



## Appendix 3

## Summary of Officer Comments, Consortium Responses &amp; Final Position

Original DFD Page No.	New DFD Page No.	Section	Consultee/Officer Comments	Consortium Action/Response	Topic	Consortium response	Final Position
6	6	Introduction	Essex Police have recommended that the opportunity to apply 'Crime Prevention Through Environmental Design' (CPTED) practices should be maximised; their consultation response contains a list of measures to be considered within the architectural design of the scheme – these centre on access and movement, structure, surveillance, ownership, physical protection and management and maintenance.  Essex Police recommend consideration be given to the following: -Bus Access Gates – Discussion re: the design and specification of the bus gates and consideration to emergency service access through this network. -T2 Hangar and Romney Hut – An understanding of the intended purpose for this heritage asset to ensure that the proposed development would not be detrimental to it. -Location of the Travelling Showpeople Site – Further consultation regarding the location, proximity, and accessibility of the proposed site and to ensure an integrated co-existence between the site and the local community. -Roads Policing Consultation – Liaison to take place with the Roads Policing Team regarding any potential impact on the road network. -Construction Considerations – Given the phased construction of the development, a robust security regime will be fundamental to ensure the development does not encourage crime. Security plans and policies will be required not only for the various land parcels, but offices, mechanical plant, machinery, building supplies, tools and other vehicles.	Comments noted and will be addressed at RMA Stage. <b>No action</b>	Crime Prevention	To be addressed at RMA stage.	Matters will be addressed at reserved matters stage
				Comments noted and will be addressed at OPA Stage. <b>No action</b> Zone 2 OPA Team are in the process of arranging a meeting with the Guild of Travelling Showpeople. <b>No action, pending responses from Travelling Showpeople. Amendments able to be made at OPA if needed.</b>	Travelling Showpersons Allocation	Feedback from responses would be useful. Require confidence on the accessibility of the site and connections to schools & community facilities.	The Consortium have discussed the proposal with the Guild of Travelling Showpeople. A new Character Area page has been included in the DFD (Page 141) which confirms that the site will be designed in consultation with the Guild and their guidelines.
10	10	Local Plan Policy	The ECC Minerals and Waste Local Plan should be referenced.	DFD will be updated. <b>Reference Added.</b>	Referencing within DFD	Unsure on placement of where these changes have been added; suggest more appropriately incorporated in, or just before, para beginning "Material Planning Considerations relevant to CGC include..."	The document confirms that reference will be made to the Essex Minerals Local Plan (2014) and the Essex and Southend-on-Sea Waste Local Plan (2017).
12-13	12-13	The Role of the DFD	Comprehensive Development – Currently a commitment to the principle of comprehensive development is lacking from the DFD. The purpose of the DFD, site wide frameworks, outline masterplan and PFA is to ensure that the allocated site is developed in a comprehensive manner, with place making and garden town principles at the heart of the guiding principles; it would be helpful for the DFD to acknowledge the role that the PFA has to play in securing the commitment of landowners and development partners to work collaboratively in delivering a comprehensively planned new garden community which 'landownership blind', ensuring infrastructure is in the right place at the right time and to maintain standards and consistency of approach in terms of design quality, sustainability and future proofing.  The DFD is currently not specific on PFA principles; it would be helpful to have a section within the DFD which specifically identifies the key outputs of the PFA in terms of infrastructure delivery, HIF recovery, expectations in terms of, for example affordable housing requirements, strategic infrastructure (and obligations on landowners to make land available as and when required so as not to undermine delivery), sustainability, biodiversity net gain, transport modal shift, waste management, provision of green infrastructure and template planning conditions to apply to each outline planning permission, monitoring and review and site wide strategies.	Comments noted and DFD text will be updated as appropriate. <b>Subsection added to P13 on comprehensive development.</b>	Referencing within DFD	Addressed in amended DFD.	A commitment to comprehensive development is now included at page 13 of the DFD
				Comments noted and DFD text will be updated as appropriate. <b>Reference to PFA added in commitment stage, but not considered appropriate to go in to any more detail. If people require further detail the PFA can be reviewed.</b>	Reference to and role of PFA	To be addressed. Clarity is still required on what principles are covered in the PFA, the DFD could just list those aspects featured in CCC's original feedback comments so as to save the greater detail for the PFA itself.	The DFD has been updated on page 13 with wording to indicate what matters the PFA secures.
			The third paragraph states that the Stage 2 Masterplan will establish triggers for the delivery of infrastructure items; it would be helpful to confirm that the PFA will establish allocation the principle for site-wide triggers with the detail in the IDP for the provision of shared infrastructure which the individual applications will then have to take account of, with site specific infrastructure being secured within the site specific s106 Agreements. No reference is also made to the IDP, which currently sets some high-level triggers for infrastructure.	Comments noted and DFD text will be updated as appropriate. <b>Reference added to right side column, paragraph 3.</b>	Reference to and role of PFA	Addressed in amended DFD.	A reference to the PFA and its role is included on page 13 of the DFD.
			Can there be a new sub-section called – Status of DFD - where it is stated that as the masterplan is requirement of Local Plan policy, and has been subject to wide ranging public consultation, it is a significant material consideration when determining planning applications both for the developer consortium itself and any other developer that might build elements of CGC in the future. The PFA will ensure that there is a legal requirement for CGC to be built in a comprehensive and 'landownership blind' manner without ransom strips so as not to frustrate delivery.	Comments noted and DFD text will be updated as appropriate. Full details of the consultation process included in the Statement of Community Involvement Evidence Base Document. <b>Section added.</b>	Reference to and role of PFA	Addressed in amended DFD.	The DFD includes a section on policy status at page 3; it confirms that the DFD is a significant material consideration when determining planning applications both for the developer Consortium and any other developer that may build elements of the CGC.
16	16	Context	The ECC Archaeological Team have identified features that should be referenced within the DFD see consultation summary.	The site context is a very high-level site description and given the size of the site it would not be appropriate to mention everything on this page. There are more detailed descriptions of the site included within the full suite of evidence base documents including the Cultural Heritage DBA. The Cultural Heritage Guiding Framework Strategy (GFS) confirms that each OPA will be accompanied by a detailed DBA, Archaeological Surveys and WSI.  Please also refer to the submitted Site Context and Constraints Evidence Base Document that provides a more detailed description of the Site <b>No action</b>	Site Context - Archaeology	The issue would be easily resolved with a short paragraph much like that on pg 18 that provides clear acknowledgement for the existence of archaeological features that may be on site. Current approach can be interpreted to suggest archaeology is a lesser consideration than heritage/transport/minerals/drainage. The specifics areas mentioned should be added to the map on pg 19.	The DFD has been updated to include a new section named Heritage and Archaeology - page 18; this notes that there are various areas of the wider CGC site which are considered to have archaeological potential. The plan on page 19 of the DFD directs the reader to the evidence base of the Cultural Heritage Desk Based Assessment.



19	19	<b>Constraints Drainage DFD - Sustainable Surface Water Drainage</b>	The DFD should state that an executive summary or a technical note will be provided with every application explaining how the whole drainage system is linked over the different phases; there should be a site wide approach to drainage.	Comment noted and this will be confirmed in the Sustainable Surface Water Drainage GFS (Page 82/83). The Evidence Base Document, Civil Engineering Infrastructure Statement includes details of how the site wide drainage strategy will be delivered including plans. <b>No action</b>	<b>Drainage Strategy</b>	The reference in the revised DFD is not apparent (neither on pg19 nor the section on Surface Water Drainage). Reference can easily be incorporated into para on pg 83 which begins "Each OPA will submit a surface water drainage strategy..."	The DFD has been updated at Pages 86 and 87 with various references to Sustainable Water Drainage Systems (SWDS) and a section showing core principles of the strategy.
			The DFD should reference adoption and maintenance considerations; specifically, arrangements should be made for the Stewardship Body to adopt SuDs. Discussions should take place with Anglian Water. <b>Detailed comments have been made with regards to existing water features, rainwater harvesting, and peak rainfall allowance; these are set out in the LLFA consultation response.</b>	Adoption and maintenance to be addressed at the OPA stage <b>No action</b>	<b>Drainage Strategy</b>	Appreciate detail will come at OPA stage, but reference to adoption and maintenance considerations and the anticipated role of the stewardship body should be added to the DFD.	The wording on page 87 has been updated, under the maintenance and adoption section, to clarify the responsibilities of the relevant stakeholders.
		<b>Drawing Site Constraints</b>	The area of Bulls Lodge Quarry known as Brick Farm, should be referenced on the drawing.	Reference will be added. <b>Actioned</b>	<b>Site Constraints Drawing</b>	Addressed in amended DFD.	Brick Farm reference added to plan on page 19.
			The view between Park Farm and Mount Maskall should be reflected. The DFD should identify the views back towards Little Waltham from Powers Farm. The alignment of views between Powers and Peverels should be corrected, and the historic parish boundaries and lanes and tracks should be shown.	Views are shown by yellow arrows on the plan on Page 19. Please also refer to the submitted Site Context and Constraints Evidence Base Document that provides a more detailed description of the Site and includes a section on Heritage and the plan on Page 10 includes the historic lanes. Due to the large size of the DFD it is not appropriate to provide all information in the document itself and this is why it is supported by a series of Evidence Base Documents that allow those who wish to review more detail to explain the background to the DFD to refer to the Evidence Base Documents. <b>No action</b>	<b>Site Constraints Drawing</b>	The view between Park Farm and Mount Maskall is included but other views are missing; Parish boundaries, lanes and tracks are still to be added. Discrepancies in alignment of views to be corrected.	The DFD has been updated with an arrow on the plan and updated key to show the view between Park Farm and Mount Maskall.
20	20	<b>Extraction process, phasing and timescales</b>	Further clarification is required on land restoration with the areas around Park Farm and the deer park pale as these are sensitive. <b>In general terms it would be helpful to have a Gantt chart and plan to show the sequence of mineral extraction alongside the delivery of infrastructure including green/blue infrastructure.</b>	Page 20 provides details of the land restoration strategy including levels diagram and plan. Exact level restoration levels are not yet known and are being developed by the Zone 2 OPA team in consultation with ECC and CCC and full details will be provided at the OPA Stage The plan on page 20 shows the sequencing of mineral extraction across the site including how many years it will take based on the most recent Hanson s73 approvals. Section 9 of the DFD provides full details and plans showing the phasing and delivery of all infrastructure including green and blue infrastructure together with a Table on page 156 to 159 confirming what each OPA will deliver and when. <b>No action</b>	<b>Minerals Extraction Process</b>	Gantt chart would still be useful for visual understanding of the progression of development alongside the extraction process. Reference to phasing is accommodated in the later section on infrastructure, but there is currently nothing to show the anticipated relationship between development and extraction; this is fundamental as there will be several years where these will occur in tandem.	The DFD has been updated at page 19 to show the mineral extraction process and how this relates to the proposed phasing of the Chelmsford Garden Community.
21	21	<b>Park Farm Land and Restoration Levels</b>	The DFD states that there is to be no infilling, but it is unclear how the slopes can reprofiled without importing additional fill material.	The DFD does not state there will be no infilling and confirms on page 21 that "Once the extraction process is completed in the Park Farm area, the residual holes will be infilled with the removed overburden and topsoil" <b>No action</b>	<b>Restoration Process</b>	True. The issue concerned how levels might be achieved without importing additional material (original feedback came from ECC).	The restoration strategy plan is set out on Page 20 of the DFD; this indicates how the Park Farm and Dukes Wood land parcels will be restored after extraction and what the land levels will look like.
		<b>Dukes Wood Natural Park &amp; Lake</b>	The DFD should clearly state the time required to fill in the lake, rather than "a number of years".	During the consultation process CCC requested that it was preferable not to be too specific about the size of the lake or the time it will take to fill. There are numerous variables and the exact size and time to fill it are unknown at this stage and therefore we cannot state this in the DFD as it may be misleading. <b>No action</b>	<b>Restoration Process</b>	The length of time does need to be better quantified; 'a number of years' is very open ended, a range should be included to anticipate how the lake may be able to serve/be utilised by the future community.	The DFD notes on page 20, that following extraction, the Dukes Wood Nature Park will be left with a large extraction area of lower ground; this will fill with water and become the park's lake over a period of approximately 20 years.
30	30	<b>Vision - Key Targets and Metrics</b>	15 min journey time – the DFD should clarify that this is by sustainable and active travel modes, and not by car.	DFD text will be updated to clarify <b>Updated</b>	<b>Vision Metrics</b>	Addressed in amended DFD.	The vision metric for 15 minute villages at page 30 has been updated and now states that day to day needs are accessible by an active journey of less than 15 minutes.
		<b>Key Metrics</b>	An additional metric should be included relating to the suggested aim for the CGC to achieve net zero operational energy balance on-site, and to strive to be energy positive, not just Zero-Carbon Ready. A further metric should highlight that this is to be a gas free development.	Meeting set up on 3rd October with ECC, CCC, Consortium and Turley <b>No action as net zero still to be agreed and not a critical requirement to add to this page.</b> This is confirmed in the Energy GFS and as gas boilers are banned in all newbuild homes from 2025 all new developments across the Country will be gas free. It is therefore not considered to be a key target or metric specific to CGC that warrants mention on this page.	<b>Vision Metrics</b>	No amendment made, but given justification, no further revisions are necessary.	Net zero carbon is covered in detail at pages 98-102 of the DFD.
37	37	<b>Vision</b>	Further to Government guidance, shared (unsegregated) footpath/ cycle tracks should not be the default arrangement. <b>A discussion is required between CCC and ECC regarding the interpretation of LTN1/20.</b>	DFD will be updated to include a plan showing primary and secondary active travel routes across CGC. <b>Page 66</b> Text will also be added to Chapter 10 (Design Code Framework) to include common overarching design principles for signage, street furniture, primary and secondary active travel route surface treatment as well as Essex Garden Community Street Typologies. <b>Page 168</b>	<b>Vision</b>	Clarity is lacking as to the timeframe within which the Site Wide Design Principles Document will be produced. Updated DFD and DR received - to be reviewed by ECC/CCC.	The approach to design coding and the process of agreeing a Site Wide Design Principles Document is still the subject of discussion between the Developer Consortium and CCC officers. The matter is intended to be addressed before the Cabinet meeting on 24th January.
39	39	<b>Vision</b>	Sketches have been provided for the off-plot parking before and after removal. However, there needs to be a clear strategy from the outset that sets out how these areas can be repurposed to reduce costs, how this is controlled and how this would be funded. This may easily be a stewardship issue.	Comments noted, the principle of removing off plot parking over time is set out in the DFD and the legal mechanism for how it is achieved will be included in the PFA. Further details will be provided at OPA Stage. <b>No action.</b>	<b>Vision</b>	Approach to removing off plot parking should be consistent across the garden community; as such, a site wide strategy is required to address how this will be implemented. The Parking Standards coverage within the Design Rationale (pg23) also does not provide this information.	The parking standards are set out on page 74; these are shown as baseline standards. The standards limit provision on plot whilst allowing additional off-plot parking in parking clusters, within walking distance of, but not adjacent to residential properties. The intention is that parking clusters can be genuinely repurposed for



		<b>Mobility Hubs</b>	The change from 3 to 2 variants of Mobility Hub is noted; however, at recent workshops there was discussion on the retention of tertiary Mobility Hubs, which could be a 'bus stop plus'; in practice, there are a range of facilities that will need to be considered in each location. References elsewhere in the draft DFD to 'bus stop plus' should be clarified. <b>A discussion is required between CCC and ECC regarding this issue.</b>	Advice from Mayer Brown and TPA is that two levels of Mobility Hubs are appropriate. Full details of what will be provided in each is set out in Appendix A4 (Parking Strategy) of the Movement and Transport Report Evidence Base Document <b>No action</b>	<b>Mobility Hubs</b>	Definition of 'bus stop plus' would still be useful for clarity. Review needed by ECC/CCC as to whether removal of a mobility tier is acceptable.	The text on page 73 has been updated and now indicates that the mobility hubs will accommodate bus stops. The hubs allow for the interchange between active travel modes and bus services.
40-43	40-43	<b>Inclusive Villages</b>	A broad commitment should be included within the DFD, which will lead to a requirement that all new homes will be constructed to Part M4(2) standards (or better) and a significant proportion (at least 5%) built to Part M4(3) wheelchair user standards, especially the affordable housing.  Urban design within the development has been approached from the perspective of future residents, particularly those who are vulnerable and/or those with mobility issues. The 'Inclusive Villages' section does not contain any references to the provision of specialist accommodation for older people, or those living with physical or mental disabilities.	Housing design standards will meet Local Plan policy at the time each RMA is approved. <b>No action</b>  Comment noted <b>No action, further details at OPA.</b>	<b>Accessible Housing</b>	DFD wording states homes will be "capable of catering for all needs and adaptable over time" and "accommodate all residents needs and that can be adapted to suit changing circumstances"; for this to be true, it is fair to consider that all dwellings on site would meet M4(2)-accessible and adaptable dwellings as a minimum, since M4(1) dwellings are merely visitable, not adaptable. The level of provision would go beyond current Local Plan policy and would be supported by CCC. Support would also be given for the provision of M4(3) to increase above policy requirement. The initial feedback therefore is still valid; clarity is required as to the commitment to achieving the higher Building Regulations accessibility standards (or subsequent future accessibility standards).	Homes within the CGC will be built to cater to a range of needs as set out on page 40 of the DFD.
				Page 43 refers to the provision of homes for life to support residents through all life stages. It also refers to flexible and accessible facilities for those who are disadvantaged and people with disabilities. Reference is also made to inclusive and adaptable design for homes to all residents needs and that can be adapted to suit changing circumstances. <b>No action</b>	<b>Specialist Housing</b>	Given justification, no further action is required.	Page 43 of the DFD indicates that the homes will be capable of accommodating residents throughout their life.
42	42	<b>Inclusive Villages</b>	What would be the strategy to ensure that the villages have evening activity? The initial approach should be outlined within the DFD including the function of the public realm.	Reference to evening activity will be added to 'The Power of 10+' on Page 41 <b>No action. Page 42's examples, combined with wording on p41, are considered sufficient for the DFD and can be expanded in OPA's.</b>	<b>Resident Night Life</b>	Scope for expansion on wording to cover how some of these nightlife features are actually achievable – i.e. through methods such as	A section indicating that an evening economy will be included in the CGC is set out on page 41 of the DFD.
46	46	<b>15 Minute Neighbourhood</b>	Further details of the complete list of amenities within the CGC and which neighborhoods these will be attributed to, should be clarified in the DFD; this includes amenities within easy walking distance of the OPAs, for example in Beaulieu and Channels, without the destinations, it is not possible to have a 15 Minute Neighbourhood.	A development specification will be added to Chapter 8 (Character Areas) to include uses within each Village Centre and hierarchy. Chapter 8 will be updated to reflect this in the detailed description of each Village Centre and Employment Hub on Pages 122-137. <b>Added as Appendix 4 and referenced on page 52</b>	<b>15 Minute Neighbourhood</b>	The breakdown of distribution of 10+ principles across village centres is also provided in the Design Rationale pgs 6-7 which is helpful, however, some key noticeable changes are noted: Park Farm: no longer reference to Town Hall (though inclusion of Village Hall remains) Willow Hill: no reference anymore to community facilities, nor an employment hub, nor cafes, nor public square Hawthorn: no longer a provision of gym/outdoor gym, nor commercial units, nor sports facilities Great Belsteads: no longer reference to healthcare, nor commercial uses, nor sports provision, nor coworking space CCC to review	The character areas for each village (pages 130-139) have been updated to indicate which services each centre will provide.
47	47	<b>15 Minute Neighbourhood</b>	A 'Last mile' logistics hub has been added to strategy; clarification is required as to how goods will really travel the last mile and how will this be related to Garden City Principles.	Clarification is provided on the last mile logistics hub on pages 47, 52 and 111. The strategic location will enable the transition of goods to a more sustainable last mile delivery vehicles in CGC and the wider City which in accordance with the Garden City Principles outlined on Page 28 by providing a wide range of local jobs, using energy-positive technology to ensure climate resilience, and integrated and accessible transport systems. <b>No action.</b>	<b>Last Mile' Logistics Hub</b>	Clarity is still required as to what is meant by 'sustainable last mile delivery vehicles'; it is not explained/mentioned in the DFD that as part of this 'last mile' energy positive technology is utilised, nor that climate resilience is ensured, nor how it contributes to form an integrated and accessible transport system.	The text on point 3 of page 47 has been amended to remove the wording 'Last Mile'. The text now references logistics hub only; this has been amended throughout the DFD.
48	48	<b>Bullet 3</b>	The bullet point should refer to green and blue infrastructure.	DFD text will be updated <b>Actioned.</b>	<b>Participatory Governance</b>	Addressed in amended DFD.	A reference to green and blue infrastructure has been added to the table on page 48 of the DFD.
49	49	<b>Infrastructure</b>	Reference to the Stewardship Steering group should be included in the final version.	Number 3 on Page 49 refers to the 'Stewardship Steering Group' and states it could include "members of the local community, Parish Council, City and County Councils, the developer Consortium, and other local resident groups and stakeholders". The creation of a "Stewardship Steering Group" is also one of the Guiding Principles in the Stewardship GFS on Page 112 with further details on Page 113. The Table on Page 113 also confirms that the delivery of the Stewardship Steering Group will be secured via S106 at OPA Stage <b>No action.</b>	<b>Stewardship</b>	Reference in original DFD, no further action is required.	Reference to the stewardship steering group is now included at point 3 on page 49.
52-55	52-55	<b>Illustrative Masterplan - General</b>	The Illustrative Masterplan should sequentially be located after the content which sets out the context and strategies to be followed.	Comments noted and Consortium will consider sequence for final DFD version. <b>No action. Preferential to show site after the Vision and then explain more detail after. Matter not considered critical to DFD determination.</b>	<b>DFD Layout</b>	CCC to review.	The position of the illustrative masterplan within the document has not been amended; this is considered acceptable as it does not affect the legibility of the DFD.
53	53	<b>Map of CGC</b>	The location of the travelling show people site is quite remote and access for larger vehicles seems difficult as currently shown.	The Travelling Showpeople site is located off the CNEB roundabout specifically to enable large vehicles access the site easily and remove the need for these large vehicles to travel through CGC. ECC have confirmed they will not accept a pedestrian/cycle route across the CNEB at the junction with the Northern RDR and therefore the DFD proposes a new pedestrian/cycle bridge across the CNEB to link the site to Willow Hill Village Centre meaning it will be a 6-minute walk and 2-minute cycle distance from the Village Centre and Primary School. It will also be a 15-minute walk and 3-minute cycle distance from Hawthorn Village Centre and Primary School to ensure it is not remote from the local facilities. The Travelling Showpeople Site is also adjacent to the Dukes Wood Sports Hub. <b>No action.</b>	<b>Travelling Showpersons Allocation</b>	The site must be well connected to schools and community facilities and accessible to large vehicles that will need to enter/exit the site. Further evidence is required that ascertain that the site will be able to provide this accessibility and connectivity.	A new character area page relating to the travelling showpeople site has been added at page 141 of the DFD. The page includes a map, which indicates how residents would access the nearest villages. The supporting text indicates that Willow Hill Village would be a 10 minute walk and Hawthorns Village would be a 15 minute walk from the site.

			<p>The scale of the site will need to be clarified to check that it is sufficient for commercial vehicles and the necessary plot requirements.</p>	<p>The Travelling Showpeople site will accommodate 9 plots in accordance with Local Plan Policy SGS6. The Site is 2.02ha which is above the minimum 1.8ha required to allow 0.2 hectares per plot as set out in paragraph 7.202 of the Local Plan. The area of the Travelling Showpeople Site will be secured by the Zone 2 OPA Land Use Parameter Plan. <b>No action.</b></p> <p>Furthermore, the Zone 2 OPA Team are in the process of arranging a meeting with the Guild of Travelling Showpeople to discuss the Site and their requirements and the results of these discussions will be discussed with the Council and set out in the Zone 2 OPA Statement of Community Involvement <b>No action.</b></p>	<p><b>Travelling Showpersons Allocation</b></p>	<p>The size of the site is acceptable; more crucial elements relate to access and connectivity. Feedback from the Travelling Showpersons Guild and the response to this from Consortium should be provided.</p>	<p>The final paragraph of page 141 of the DFD confirms that the site will be designed in consultation with the Guild of Travelling Show People and their guidelines.</p>
54	54	Illustrative Masterplan	<p>Clarity is required as to what is meant by appropriate accessible and adaptable housing; there are many references to accessibility but no direct reference to the need for wheelchair accessible housing.</p>	<p>The purpose of the DFD is not to repeat Local Plan Policy or set housing standards. Housing Standards will meet the relevant Local Plan Policy requirements at the RMA Stage. This will allow standards to change over the 20-year delivery of the development to reflect changing needs. <b>No action.</b></p>	<p><b>Accessible Housing</b></p>	<p>Numerous references are made to accessibility / accessible housing features throughout the document, however it would be useful for the DFD to provide clarity that the means of achieving this is through the implementation of Building Regulations M4(2) and M4(3), as applicable, as these are the nationally recognized standards. Further, this would firm up the commitment to provide of adaptable and accessible dwellings; as set out above, any aspiration to exceed the minimum requirements set out in Local Plan policy is supported.</p>	<p>The wording of the DFD has been amended on page 53, to indicate that the delivery of housing will include accessible and adaptable housing, which meets Building Regulation requirements.</p>
			<p>A strong objection is raised to the reference to the provision of specialist housing for elderly people as being the sole means of meeting the specialist residential accommodation requirement; there is no evidence base to support this type of accommodation and it discriminates against the other groups requiring specialist housing that are in most housing need as identified in the Housing Strategy 2022-2027.</p>	<p>The DFD wording will be updated to say "This will include a range of affordable and appropriately accessible housing as well as specialist housing, including accommodation for the elderly. Each Zone OPA will provide a mix or housing and specialist housing in accordance with the most up to date Strategic Housing Market Assessment (SHMA)". <b>Action required. This will be updated and was missed from the latest update.</b></p>	<p><b>Specialist Housing</b></p>	<p>Still in strong objection. Chelmsford's Local Plan Policy DM1 C) (i) states with regard to Specialist Residential Accommodation that this has to take account of local housing needs. Our Planning Obligations SPD states that at the time a formal application is submitted the Council, we will consider the SRA needs identified in the Council's Housing Strategy as well as the latest assessments of need, including the SHMA etc. (paragraph 4.47); it is therefore not appropriate to reference accommodation for the elderly, as it is discriminative to those groups who have an identified local need, and this reference must be removed. Reference to the current/most up-to-date Housing Strategy is required.</p>	<p>Specialist housing is referenced as being part of the delivery of housing on page 53 of the DFD. The document confirms that, where required, financial contributions towards specialist housing may be made to support delivery in more appropriate locations.</p>
			<p>The housing mixes are referred to as 'indicative' but it is unclear what this means / what weight this carries. The fact that the table does not even reference 5 bed units, is of concern. Should flexibility be required, then the text needs to acknowledge, more overtly, the need to respond to changing needs over the 20 year timescale identified. A Strategic Housing Needs Assessment will be commissioned in the summer by the Council for the review of the adopted Local Plan and the mix may change significantly for affordable housing and market housing.</p>	<p>The housing mix is by definition 'indicative' as it would not be appropriate to set out a definitive housing mix at the DFD stage as this would restrict the flexibility to change over time and respond to changing need and demand over the 20-year delivery period. The Table does allow for 5 bed houses as the Table confirms that based on the indicative mix there could be 954 houses with 4+ bedrooms which will include 5 bed houses and could also include 6 bed houses if there was market demand. <b>No action. Mix made more indicative with less detail to avoid confusion in OPA's.</b></p>	<p><b>Housing Mix</b></p>	<p>Feedback has not been actioned. Still stands to be a concern that 5Bs are not mentioned and there is no overt acknowledgement to changing housing needs over the 20 year timescale identified. Suggest instead of mix by bedrooms, a commitment to meeting the dwelling size/types mixes as required by Local Plan policy at the time of application</p>	<p>The DFD indicates on page 53, that the housing mix will be provided in accordance with the most up to date planning policy.</p>
			<p>The DFD makes no direct reference to private rented housing; CCC does not identify an express need, but thought should be given to the role this might play in delivering a mixed and inclusive community.</p>	<p>The DFD does not refer specifically to private rented housing as this is included within the total figure for Market Housing. Private rented housing is not a separate Use Class and there is no specific planning policy requirement for such provision. It would therefore not be appropriate to set specific targets in the DFD for such housing. The provision of private rented housing will be provided where there is market demand. <b>No action.</b></p>	<p><b>Housing Mix</b></p>	<p>The issue remains that there is a lack of consideration conveyed as to how the housing element will create a mixed and inclusive community; thought should be given to how the potential for community led housing and the required self-build element play into this too as there is no mention of these either within the DFD.</p>	<p>A section has been added to the DFD to refer to self build and custom housing; it indicates that this will be provided in line with planning policy.</p>
			<p>The breakdown in affordable housing provision does not calculate correctly in both tables; the figure is a couple out in various places and should be changed.</p>	<p>The figures in the Indicative Housing Mix Table will be reviewed. <b>Mix made more indicative with less detail to avoid confusion in OPA's.</b></p>	<p><b>Housing Mix</b></p>	<p>The table shows that for the affordable element, the number of 1Bs has increased compared with the previous version, whilst provision of other sizes has decreased; there is a policy requirement on bedroom mix provision for the affordable rent/social rent element and it is not clear from this table that this is achieved.</p>	<p>The housing mix table has been removed from the DFD; it now indicates that the housing mix will be provided in line with up to date planning policy.</p>
			<p>The percentages do not completely match with the requirements for affordable housing in respect of affordable rent albeit it is only the one decimal point which is out.</p>	<p>The figures in the Indicative Housing Mix Table will be reviewed <b>Mix made more indicative with less detail to avoid confusion in OPA's.</b></p>	<p><b>Housing Mix</b></p>	<p>Addressed in amended DFD.</p>	<p>The housing mix table has been removed from DFD; it now indicates the housing mix will be provided in line with up to date planning policy.</p>
			<p>Reference is made to affordable rent, although CCC may wish to explore the need for social rent in the new Strategic Housing Needs Assessment; rented affordable homes is the preferred reference.</p>	<p>Comments are noted <b>Mix made more indicative with less detail to avoid confusion in OPA's.</b></p>	<p><b>Housing Mix</b></p>	<p>Removal of AHU tenure split if fine. Bedroom size splits should also be removed as it is not clear that the affordable rented/social rented element required by policy will be achieved.</p>	<p>The housing mix table has been removed from DFD; it now indicates the housing mix will be provided in line with up to date planning policy.</p>
			<p>The document seeks to link First Homes and Shared Ownership to Policy DM1; this is incorrect.</p>	<p>The Indicative Housing Mix Table will be reviewed <b>Mix made more indicative with less detail to avoid confusion in OPA's.</b></p>	<p><b>Housing Mix</b></p>	<p>Removal of reference to First Homes and SO against policy DM1 is accepted.</p>	<p>The references to First Homes and shared ownership being linked to Policy DM1 have been removed from the DFD; this is accepted.</p>
			<p>CCC do not prescribe a housing mix for first homes and shared ownership, but the mix is not supported for First Homes given the price cap and is somewhat unrealistic for the shared ownership units in terms of the provision of larger homes.</p>	<p>The Indicative Housing Mix Table will be reviewed <b>Mix made more indicative with less detail to avoid confusion in OPA's.</b></p>	<p><b>Housing Mix</b></p>	<p>See comments above; it is unclear what the split across affordable tenures would be; so we cannot be sure this matter is resolved.</p>	<p>The housing mix table has been removed from DFD; it now indicates the housing mix will be provided in line with up to date planning policy.</p>
			<p>The DFD needs to make clear that each outline planning application must be compliant with DM1 &amp; DM2.</p>	<p>Page 10 of the DFD confirms that "Section 38 (6) of the Planning and Compulsory Purchase Act 2004 and Section 70 (2) of the Town and Country Planning Act 1990 requires applications for planning permission to be determined in accordance with the development plan". It also states that "All Garden Community applications for planning permission will be assessed against CCC's adopted Local Plan" and it goes on to state that "when approved this DFD will also be a significant material consideration in the determination of all CGC applications for planning permission". Each GFS in Chapter 6 of the DFD also lists the relevant local policies to each topic. It is not considered necessary to repeat each Local Plan policy in the DFD as all OPA's will need to be compliant with all adopted local policies. <b>No action.</b></p>	<p><b>Housing Policy Reference</b></p>	<p>Reference to the DM policies has been made in relation to other aspects within the DFD, it is therefore reasonable to add reference to DM1 and DM2 to this section.</p>	<p>Reference to compliance with Policies DM1 and DM2 and the Strategic Housing Market Assessment (SHMA) is indicated on page 53 of the DFD.</p>



			<p>A need for key worker/healthcare worker accommodation exists to help address recruitment and retention difficulties that limit healthcare capacity in the area. Provision for this type of accommodation with the Chelmsford Garden Community could contribute to addressing this issue and should be included. This should be considered.</p>	<p>Comments are noted <b>No action. Details of specialist housing to be agree at OPA stage. First Homes could be established by CCC for this use.</b></p>	<b>Housing Mix</b>	<p>Comments set out above are reiterated in relation to the scope for consideration to be given to how housing will achieve a mixed and inclusive community. CCC do not have the means of allocating to First Homes.</p>	<p>The DFD indicates that the CGC will present opportunities for the delivery of community led housing through high levels of community engagement.</p>
55	55	<b>Illustrative Masterplan - Highways &amp; Transport</b>	<p>A plan has been provided in the Walking and Cycling Strategy that shows 800m radius circles centred on the mobility hub; they are not accurate walking isochrones but an approximation. A more accurate accessibility mapping exercise could be undertaken. A similar exercise focused upon the main pedestrian entrances to the schools would be appropriate too.</p>	<p>The DFD will be updated to include An Active Travel Route Plan that demonstrates all areas within CGC are within a 15-minute walk of a Village Centre. <b>Added to page 67.</b></p>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	<p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	<p>A further study has been provided within Section 8 'Character Areas' of the DFD showing walking distances to local facilities and Village Centres from development parcels. This illustrates that 95% of dwellings will be within 10 minutes walk of local facilities.</p>
			<p>The plan below also shows approximate 300m radius circles (black or dashed green) and 600m circles (red), which would relate more accurately to 400m and 800m walking distances respectively from the hubs.</p>	<p>It is not considered appropriate to use a 300m and 600m radius circle to determine travel distances and The Active Travel Route Plan referred to above will provide an accurate walking and cycling time for all areas of CGC. <b>No action.</b></p>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	<p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	<p>A further study has been provided within Section 8 'Character Areas' of the DFD showing walking distances to local facilities and Village Centres from development parcels. This illustrates that 95% of dwellings will be within 10 minutes walk of local facilities.</p>
			<p>The analysis suggests that hundreds of residences would be beyond the maximum walking distance targets from Great Belsteads Village Centre and Mobility Hub. Given that such large parts of their circles cover areas where no residents will live and that the Park Farm Village Centre (centre circles) cannot move west, due to the all-through school, it would strongly suggest Great Belsteads Village Centre should be located further east.</p>	<p>The use of 300m and 600m radius circles is not considered an accurate or appropriate way to determine walking and cycling distances. No action.</p>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	<p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	<p>A further study has been provided within Section 8 'Character Areas' of the DFD showing walking distances to local facilities and Village Centres from development parcels. This illustrates that 95% of dwellings will be within 10 minutes walk of local facilities.</p>
			<p>The above plan also shows that, although they would have reasonable access to a secondary mobility hub (at the centre of black circle), the residents of the south of Park Farm village would not have a Village Centre within a convenient walking distance. An even greater proportion of the Park Farm Village Centre inner circle covers non-residential areas and, again, the area on the east side of the CNEB should be treated with caution due to the impact routing over the bridges will have (i.e.. it would not be as overlapped with Hawthorn village isochrones as it would appear).</p>	<p>All areas within Park Farm Village are within a 15 minute walk of the Village Centre. Furthermore the Park Farm Community Hub, Channels Complex as well as the Beaulieu Local Facility are all within 15 minute walk from the southern area of Park Farm Village. No action.</p>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	<p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	<p>A further study has been provided within Section 8 'Character Areas' of the DFD showing walking distances to local facilities and Village Centres from development parcels. This illustrates that 95% of dwellings will be within 10 minutes walk of local facilities.</p>
			<p>A concern with independent Mobility Hubs, is that they may not have the high levels of activity and natural surveillance for personal security reasons that one within a Village Centre should have</p>	<p>Comment is noted. <b>No action matter for OPA's and RMA detail.</b></p>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	<p>The comment highlights an issue with the reliance on independent mobility hubs; this forms part of the wider discussion. Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	<p>The final precise location is a matter for RMA's. This would dictate activity and surveillance.</p>
			<p>The above plan demonstrates that the Willow Hill Village Centre essentially covers the CNEB junction, warehousing and countryside, and the Park Farm Village Centre largely duplicates coverage of the residential areas, which would weaken demand to visit Willow Hill Village Centre on foot too.</p>	<p>Comment is noted. <b>No action, see DRD for location rationale.</b></p>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	<p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	<p>The Village Centre Accesibility Study within Section 8 illustrates the catchment of residential parcels within a 10 and 15 minute walk. Further clarity has also been provided regarding the hierarchy of Village Centres and services these would provide.</p>
			<p>The conclusion is that the above issues will not help deliver four successful, inclusive, walkable neighbourhoods; as it is, the rationale for their locations, apparently driven by ease of access from the major roads, is not supported.</p>	<p>The use of 300m and 600m radius circles is not considered an accurate or appropriate way to determine walking and cycling distances. No action, see DRD for location rationale.</p>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	<p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	<p>A further study has been provided within Section 8 'Character Areas' of the DFD showing walking distances to local facilities and Village Centres from development parcels. This illustrates that 95% of dwellings will be within 10 minutes walk of local facilities. Amendments have been made to the active travel network with a view to improve connectivity and directness of key routes. Final amendments to the proposed active travel network are in the process of being agreed between CCC officers, ECC and the Consortium.</p>
			<p>The CGC masterplan should be improved to deliver the Vision by locating the Village Centres in a different configuration, such as shown below. The Village Centres could still be located near to the school sites. A measure of the benefit of the changes would be minimising the standard deviation of the walking distances to them for their catchments.</p>	<p>The proposed location of the Village Centres is a result of over 18 months of consultation and design work by the Consortium in collaboration with ECC and CCC and need to take into account many factors both physically on site as well as phasing deliverability and commercial realities. No action, see DRD for location rationale.</p>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	<p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	
			<p>The arrangement show means the need for the Park Farm south secondary mobility hub would be removed and with direct routing, the Chelmer Valley Park and Ride terminal (a mobility hub) should cover the southern area of Channels Extension.</p>	<p>Comment is noted No action. <b>Further mobility hub details can be agreed at OPA and RMA stages.</b></p>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	<p>The comment highlights an issue with the reliance on independent mobility hubs; this forms part of the wider discussion. Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	<p>Southern Terminal within P&amp;R is a matter for ECC. The applicant cannot commit to this.</p>
			<p>The location of the centres on the vehicular routes out of the site will result in a significantly higher share of trips being 'pass- by' vehicle trips, which do not help increase physical activity, these generate demand for parking space and associated costs (not just capital), which need to be accounted for fully.</p>	<p>The Village Centres need to be located on key bus routes in order to be accessible by the greatest number of people. The proposed bus gates will ensure that 'pass-by' traffic is minimised. <b>No action, see DRD for location rationale.</b></p>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	<p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	<p>A further study has been provided within Section 8 'Character Areas' of the DFD showing walking distances to local facilities and Village Centres from development parcels. This illustrates that 95% of dwellings will be within 10 minutes walk of local facilities. Amendments have been made to the active travel network with a view to improve connectivity and directness of key routes. This includes the relocation of pedestrian/cycle bridges over the bypass between Hawthorn Village and Park Farm. Final amendments to the proposed active travel network are in the process of being agreed between CCC officers, ECC and the Consortium.</p>
			<p>Park Farm Village Centre appears to be located near to the primary vehicular route out of Hawthorn Village and on the one out of Park Farm to the north, rather than in an optimised position for access by pedestrians. The centre only has one side adjoining a residential parcel, so the average and standard deviation for walking distance to it must be much higher than it would be if located more centrally in the village to the south. The 'local facilities' (2) to the north of Beaulieu have not been shown to be of similar importance in terms of providing the range of amenities required for a Walkable Neighbourhood/ Garden Community, moreover, there are limited crossing facilities along the RDR, so they will not be as attractive to access on foot/cycle as a Village Centre should be.</p>	<p>As shown on the Plan on Page 61, Park Farm Village Centre is located at the junction of two key bus routes in order to maximise accessibility. The route from Hawthorn Village is also a bus route to ensure connectivity. Bus Gates are proposed to restrict through traffic. The DFD will also be updated to include an Active Travel Route Plan which demonstrates that all Village Centres are connected by a network of high-quality Primary and Secondary Active Travel Routes. Additional crossing points of the RDR 1 (Beaulieu Parkway) will be promoted by the Consortium however their deliverability will be subject to ECC approval. <b>No action, see DRD for location rationale.</b></p>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	<p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	
			<p>An additional secondary hub is missing on the Illustrative Masterplan to the south of Park Farm, when compared with the Movement Strategy, although as shown above, this need could be avoided.</p>	<p>The plan will be updated. <b>Actioned.</b></p>	<b>Mobility Hub - Document Error.</b>	<p>Addressed in amended DFD.</p>	<p>The secondary mobility hub is now shown on the illustrative masterplan on page 54.</p>

The plan shows the long-term access arrangement for roundabout 7, presuming the CNEB is dualled; it should also clearly note that an interim alternative access arrangement shall be provided by the developer until the CNEB phase 2 junction access connection is completed.	This is the intention and will be detailed at the OPA Stage. This plan is an 'illustrative Masterplan' and it would not be appropriate to show alternative access arrangements on this plan. The Phasing Plans on Pages 152 – 155 show the delivery of access etc. and the text on page 153 confirms that the Travelling Showpeople Site will be fully serviced, and a new access formed from the CNEB junction with the Northern RDR in Phase 2 of the Development (2030-2034). No action.	<b>Interim access arrangements - clarification.</b>	No amendment to DFD but cited reference to interim arrangements on pages 152-155.	n/a
Indicative details for the amendments to Wheelers Hill and the roundabout should be shown; it is potentially misleading as shown.	Comment is noted. <b>No action.</b>	<b>Wheelers Hill Roundabout - layout</b>	No action taken with no explanation. The matter does not appear to be addressed elsewhere in the DFD or supplementary documents.	The indicative amendments to Wheelers Hill are represented within the Land Use and Access Framework Parameter Plan.
To reduce risk, community severance, and delay to through traffic through additional junctions, the housing north of RDR2 should be removed; this should make monitoring transport targets easier and potentially reduce the need for some infrastructure, such as cycling facilities along the north side.	Comment is noted. <b>No action. Subject to ongoing OPA 3 discussions.</b>	<b>Residential Development - North of RDR2</b>	Information provided by Halley Developments. Meeting arranged 03.11. CCC and ECC to issue response.	A new character area page relating to the area north of the Northern RDR has been added at page 142 of the DFD this lists a range of uses, which by their very nature are less co-dependent upon access to services and facilities; any development of this land must be net zero / Passiv Haus.
Bulls Lodge Quarry bridge is to be constructed in a manner which is easily adapted.	This bridge has been approved by ECC under the CNEB Bypass application as the conveyor bridge and will be constructed by ECC. <b>No action.</b>	<b>Quarry Bridge Design</b>	Bridge already approved by ECC.	No further action required.
The northern pedestrian/cycle bridge needs to be attractive for people to use from the north of Willow Hill/ RDR2 to reach the Sports Hubs and Travelling Show People site (and vice-versa), to avoid them traversing the CNEB junction at unacceptable risk. The location suggested may be too far south and indirect to do this well and could fail to mitigate the risk acceptably.	The proposed pedestrian/cycle bridge has been moved further north and the DFD will be revised accordingly. <b>Actioned.</b>	<b>Active Travel - Village Centre and Mobility Hub Locations (pedestrian/cycle bridge locations)</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	The location of the pedestrian/cycle bridge has been amended to provide a more direct connection between the Willow Hill Village Centre and the Sports Hub and TSP site.
In principle, the eastern access onto the RDR is expected to be left in, left out only; this presents a problem for the bus strategy potentially, in the longer-term.	Comment is noted. <b>No action. For OPA to finalise arrangement.</b>	<b>RDR1 Access and Bus Route</b>	DFD confirms access location. Detailed design to be tested in OPA discussions. Opportunity for bus right turn only. CCC to discuss with ECC regarding possible right turn for buses.	The design of the junction and bus access arrangements will need to be tested and agreed within OPA negotiations.
Clarification on the short, medium and long-term access arrangements through Channels is required; is the new primary street from the RDR roundabout 3 needed for this.	The Phasing Plans in the DFD Chapter 9 demonstrate the short, medium and long-term access arrangements. Further detail regarding access is included in the submitted Movement and Transport Evidence Base Report and Appendices. <b>See DRD page 21.</b>	<b>Active Travel - Phasing and Access/Routes</b>	Question not directly answered. Need to review movement framework and phasing within DRD and DFD.	The Phasing and Delivery Plans within the DFD now clearly show the access arrangements over the short, medium and long term.
The RDR2 needs to be attractive to through traffic, to avoid it routing via Essex Regiment Way and the RDR or White Hart Lane. The significant number of accesses off the RDR2 and any controlled crossings over it will significantly reduce the efficiency of the road for this purpose. In addition, prioritising active modes across side arms off the RDR2 will cause relatively greater impacts or, if not prioritised, each one will make the RDR2 a less attractive route for active modes too. A consolidation of the number of side accesses and crossings is, therefore, considered necessary.	Comment is noted and discussions are ongoing with ECC on the Northern RDR Design. <b>No action.</b>	<b>Residential Development - North of RDR2 (RDR2 Design approach)</b>	Information provided by Halley Developments. Meeting arranged for 03.11. CCC and ECC to issue response.	A new character area page relating to the area north of the Northern RDR has been added at page 142 of the DFD this lists a range of uses, which by their very nature are less co-dependent upon access to services and facilities; any development of this land must be net zero / Passiv Haus.
Willow Hill is estimated to be approximately 600m wide (E-W), therefore, subject to safety considerations at the junction with the RDR2, it could be served by one bus route on a primary street; this would not only reduce the length of the primary street but would also reduce the number of junctions onto the RDR2. Notwithstanding the recommendation above that the Village Centre should be more central to Willow Hill, a single primary street could be orientated generally NE-SW to the south of the primary school (provided it would not have a detrimental impact on the setting/ environment of the school as per the Developers' Guide) and join with the E-W spine primary street to the north of the All-through school. The arrangement would not be delayed by the mineral workings and could support the Village Centre being central to Willow Hill village and closer to Great Belsteads too.	Comment is noted No action. <b>Matter for detailed OPA discussions.</b>	<b>Residential Development - North of RDR2 (RDR2 Design approach)</b>	The approach to RDR2 and junctions is not a matter for OPA discussions. CCC and ECC to issue response to Hally regarding RDR2.	A new character area page relating to the area north of the Northern RDR has been added at page 142 of the DFD this lists a range of uses, which by their very nature are less co-dependent upon access to services and facilities; any development of this land must be net zero / Passiv Haus.
Domsey Lane will be severed by the RDR2; significant concerns regarding road safety risks and active mode route severance will need to be addressed in due course. The proximity of the primary street to the east appears to be too close especially for general traffic.	Comment is noted and discussions are ongoing with ECC. <b>No action. Matter for detailed OPA discussions.</b>	<b>Active Travel and RDR2 - (Domsey Lane)</b>	The DFD needs to acknowledge the character of Domsey lane and include an indicative diagram showing how the bus gate could be accommodated and how access to the lane will likely be managed.	Domsey Lane is referenced as a specific character area at pages XX and XX of the DFD. The document details how the Design Framework intends to minimise the impact of development on the existing community and character of Domsey Lane.
Notwithstanding the bus gates, the primary streets are shown to be generally very direct and efficient at facilitating vehicular access between the strategic roads and the interior of the site; there is no designed- in advantage apparent for active travel or buses along these streets unless the trip happens to pass through a bus gate. Moreover, they will be potentially significant barriers to pedestrians and cyclists crossing them. The main W-E primary street from the new access off Essex Regiment Way could divert from village centre around the south of the housing (via the street along the north edge of the park) and rejoin to the east, thus leaving a car free route beside the primary school to the village centre for a better Walkable Neighbourhood environment. (See also 71 – Primary Streets below).	The Primary Streets are also Bus Routes and therefore need to be direct to encourage bus use. Separate streets for buses and private cars are not considered an efficient use of land. The proposed bus gates will limit through traffic and the Movement Strategy GFS reiterates that the network ensures that all non-car uses have a clear journey time advantage over users of the private car. <b>No action. Matter for detailed OPA discussions.</b>	<b>Active Travel - Bus Gates</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	The approach is considered sensible and appropriate. The location of bus gates are shown on the bus service provision plans contained at page XX of the DFD.



Channels Village Centre would appear to be proposed to consist of Belsteads Farmhouse and Channels Farmhouse; it is not, therefore, understood as being intended to perform any functions of the other Village Centres. The consequence is that the Channels Extension will be reliant upon active travel routes to either Great Belsteads or Park Farm Village Centres, further justifying why they should be relocated to the east and south respectively.	Reference to Channels Village Extension will be reviewed by the Consortium. The Character and function of Channels Extension is described in more detail in pages 130-130. <b>No update, within 15-minute walk of centers.</b>	<b>Active Travel - Village Centre and Mobility Hub Locations</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	A further study has been provided within Section 8 'Character Areas' of the DFD showing walking distances to local facilities and Village Centres from development parcels. This illustrates that 95% of dwellings will be within 10 minutes walk of local facilities. Amendments have been made to the active travel network with a view to improve connectivity and directness of key routes. Final amendments to the proposed active travel network are in the process of being agreed between CCC officers, ECC and the Consortium.
The 'all through' school is a substantial area, by inspection, it is two times the normal parcel size. The feasibility of allowing active travel across part of it should be investigated.	This will be determined by ECC who will deliver the All Through School however ECC's Education Site Suitability Checklist specifically states that School Sites should not be "crossed by any public rights of way or access wayleaves. <b>No action.</b>	<b>Active Travel - Movement Framework</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	This has been explored with ECC and Consortium and an Active Travel route through the school area is not considered deliverable. However, amendments have been made to the active travel network with a view to improve connectivity and directness of key routes. Final amendments to the proposed active travel network are in the process of being agreed between CCC officers, ECC and the Consortium.
The three independently located primary schools are adjacent to village centres with traffic free squares providing immediate access to them, whereas the all-through school(s) has a substantial belt of greenspace around it, so the suggested preferred access arrangements are not clear. The schools will need to be accessible with vehicles for essential purposes only; such access routes must not conflict with access routes for children. Any parking for staff members' vehicles must be minimised further to travel planning; it should be expected that only car sharers are permitted parking space and remote parking should be considered first.	Separate meetings are taking place with ECC to determine the school site specification and as confirmed in the Education GFS on Pages 106to 108 each OPA will be accompanied by a Land Compliance Study. ECC will design the school sites and therefore parking and building locations will be determined by ECC. <b>No action.</b> Matter for detailed OPA discussions.	<b>Schools and Village Centre relationship</b>	Detailed discussions already commenced within OPA pre-apps.	The position of the school has been agreed following discussion with ECC.
The central CNEB is also a barrier feature that has an impact on east west connectivity. The connections are concentrated to the central parts of the road; to avoid the settlement becoming divided and separated, there needs to be a strong connection between the two. The bridges should be as wide as possible, ideally assisting ecological connectivity and be a focal point of the scheme to guide users across the bypass. Greater pedestrian connectivity should also be accommodated over the bypass within the northern part of the site. The position of the foot/cycle bridges over the bypass needs careful consideration to avoid a scenario where residents of Hawthorn Village do not rely upon the uncontrolled crossing south of roundabout 4 at RDR1.	Comments are noted. <b>No action. Matter for detailed OPA discussions.</b>	<b>Pedestrian/Cycle Bridge Design</b>	The ambition/vision for these structures needs to be addressed in the DFD.	Bridges will be LTN 1/20 compliant. Ecological connectivity loss was effectively accepted by the approval of the North-East Bypass.
The RDR2 cuts off some small blocks of residential development; it will be difficult to integrate cohesive housing communities for the residential parts with the main settlement. Employment should be limited to the area shown.	Comments are noted. <b>No action. Ongoing discussions with OPA3 on housing north of RDR.</b>	<b>Residential Development - North of RDR2 (RDR2 Design approach)</b>	Information provided by Halley Developments. Meeting arranged 03.11. CCC and ECC to issue response.	A new character area page relating to the area north of the Northern RDR has been added at page 142 of the DFD this lists a range of uses, which by their very nature are less co-dependent upon access to services and facilities; any development of this land must be net zero / Passiv Haus.
In principle there should be more than one pedestrian and cyclist accesses to the Park and Ride site.	Comments are noted but access to the Park and Ride is determined by ECC <b>No action. Matter for detailed OPA discussions.</b>	<b>Park and Ride</b>	CCC to further discuss the function of the P&R as part of the CGC with ECC.	Discussion has been had with ECC who are seeking to protect the primary function of the Park and Ride and do not wish to see this undermined.
The extinguishment of Bridleways 39 and 42 Broomfield (east and south of Boueux Lake) has been completed. The Greenway that follows this should be removed unless the Consortium control the land.	Comments are noted. <b>No greenway shown. Walking route shown on land that is presently used.</b>	<b>Bridleway 39 and 42</b>	Point clarified.	No further action required.
Public Footpath 4 Little Waltham is not shown extending to Domsey Lane across third party land (unlike Footpath 33 which is shown to the north); this would be an example where cycling cannot be facilitated, but it is likely to become more popular for pedestrians. Signage will be needed and (potentially) barriers, at such examples where new cycle routes or PROW that are legally upgraded to cycle routes intersect with pedestrian-only PROW (i.e., footpaths) e.g., 'cyclists dismount' signs and cycle inhibitors to assist walkers' safety and prevent trespass (in the form cycle usage of a non-cycle route) on third party land. The developers, can within their areas of landownership, permissively allow cycling at their liability provided this can be safely done, though such routes would need to make clear by signage that such usage is permissive only (as it would not change the status of a PROW).	The DFD will be updated to include An Active Travel Route Plan and the details of access and ownership etc will be addressed at the OPA Stage. <b>Plan updated on page 65.</b>	<b>Active Travel - Movement Framework</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	Appropriate signage would be agreed at RMA stage, if required, when the connections occur.
Each village needs to be distinctive in character, and therefore the document should clearly demonstrate how this is to be successfully achieved, to ensure this community does not become just an extension of suburbia.	Chapter 8 of the DFD describes the Character Areas including all Villages and Chapter 10 of the DFD further outlines the Design Code Framework and confirms that design codes will need to be approved before any RMA's are submitted to ensure CGC to ensure high quality design. <b>No action.</b>	<b>Village character</b>	Commitment to design coding.	The future design code will define the character of each of the villages
The Essex Quality Review Panel discussed how higher-density living could be promoted here, by reducing building footprint and proximity distances to each other; this may support the creation of more distinct settlement patterns reducing uniformity to ensure we move away from sprawl or monotonous suburbia to distinct villages with edges and spaces between.	Page 138 – 139 of the DFD outlines the approach to density and allows for densities of up to 150 dwellings per hectare and buildings up to four and five stories in the Village Centres which is considered high-density. In addition, the Design Codes will ensure high quality design across all Villages. <b>No action.</b>	<b>Density</b>	Updated diagram provided within DRD. CCC need to review this and respond.	The position of the village centres is agreed. The DFD shows they are within 15 minutes walking distance of each dwelling although the majority are within a 10 minute walking distance.
The garden village needs to feel like one single place as opposed to two separate east/west sites which is what it currently appears to be. The connection of the two most central local neighbourhood centres via wide, possibly landscaped, feature bridges across the bypass, will be an important moment to grasp for the masterplan to ensure this is seen and read as one community.	The DFD proposes two pedestrian/cycle bridges along with the already approved conveyor bridge that will link both sides and ensure the community acts as one. <b>No action.</b>	<b>Pedestrian/Cycle Bridge Design</b>	The ambition/vision for these structures needs to be addressed in the DFD.	Bridges will be LTN 1/20 compliant. Ecological connectivity loss was effectively accepted by the approval of the North-East Bypass.

			Further, it is also considered that more primary routes could be given towards pedestrian/cycle routes to increase east-west connections and permeability across the scheme, whilst also reducing the impact of vehicular usage.	The DFD will be updated to include the Active Travel Route Plan showing the key primary and secondary active travel routes across the site. The Plan on Page 65 already shows these and demonstrates there are numerous east/west routes across the site and the use of Bus Gates ensures travel by private car across the site is discouraged. <b>No action.</b>	<b>Active Travel - Movement Framework</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	Amendments have been made to the active travel network with a view to improve connectivity and directness of key routes. Final amendments to the proposed active travel network are in the process of being agreed between CCC officers, ECC and the Consortium.
55	55	<b>Illustrative Masterplan – Early Years &amp; Childcare</b>	The starting point for EYCC planning should be 5 standalone facilities, 4 are co-located with proposed schools therefore 1 is not proposed as required.	Page 52 of the DFD confirms that along with each school site providing co-located early years facilities, two standalone facilities will also be provided across the site. Page 107 confirms that the first will be located in Great Belsteads Village and the second in Park Farm Village and this is further confirmed in the Phasing and Delivery Table on pages 156 to 159. The IDP also provides for the provision of two stand-alone early years facilities (Ref: A1 & A2). No action.	<b>Early Years &amp; Childcare</b>	ECC to confirm expected provision.	The DFD has been updated at page 113 to confirm the early years provision across the CGC. The four schools will each provide a co-located facility along with two further standalone facilities. Depending on demand there is also the flexibility for two further facilities to be provided if required. The final level of provision will be determined by the outline planning applications when the precise number of dwellings is known.
57	57	<b>Guiding Framework Principles</b>	It would be clearer if the heading of this section was Guiding Framework Strategies.	DFD Text will be updated. <b>No update made. Strategies are the headlines, but key criteria are the principles applied. This is not considered critical to the DFD's determination.</b>	<b>Title Given to this section</b>	Not amended but agreed not material to approval.	No further action required.
58	58	<b>Movement Strategy</b>	<p>The Core Objective should include the single overarching numerical target of at least 60% of trips originating in the new settlement to be made by non-car means; this should then be further broken down, as proposed, into those trips with 'off-site' destinations and those whose destination is within the site; for clarity, the proportion of trips with origins and destinations in the development by Active Modes should be a simple majority (i.e., &gt;50%).</p> <p>Dukes Wood Nature Park is proposed within the north-eastern quadrant of the CGC; the opportunity to extend Bridleway 213-48 in a north-easterly direction to give access to the Nature Park and to then continue the bridleway, or a new multi-user Public Right of Way to the lane network at the north-eastern edge of the proposed development should be explored.</p> <p>Consideration should be given to a route that would allow equestrians the ability to ride a link route from, and through the Channels Discovery Park, Park Farm Meadows and Dukes Wood Nature Park.</p> <p>The proposed green spaces are to include running, walking and cycling trails of 2km, 5km and 10km loops; the option for these to be multi-user and potentially incorporated within the above aspiration could be explored.</p> <p>The Essex QRP has identified the use of the Chelmer Valley Park and Ride as a missed opportunity. Due to this service not operating at full capacity since the COVID pandemic and the likely change in working habits, they felt that the safeguarded land is no longer required, this could lead to detrimental master planning (infill) and inhibits permeability between the site and P&amp;R. Should additional capacity be required in the future then the P&amp;R could be decked.</p> <p>Further clarification is required as to how the implementation of RDR2 would work for the rest of the Garden Community, as it currently appears to be isolating a small section of housing to the north-west. The road also needs to be shown more clearly on the masterplan, as it appears similar to the north/south bypass link running down the centre of the site. RDR1 is to be downgraded in the future; this is essential to provide the connectivity to the south and onwards to Chelmsford City Centre.</p> <p>Bus routes can operate within the development at the 6m suggested width and do not necessarily need to be 6.75m to ECC design standards. The most attractive and convenient routes should be those for walking and cycling, in order to encourage people to use them as opposed to their cars which are normally parked right outside their homes. The routes should be intuitive (as they currently appear) with signing only there to reassure the pedestrian/cyclist. Further work appears to be necessary in order to provide safe and convenient links from the development onwards to the City Centre, especially with regard to cyclist.</p> <p>TSP site is isolated. The DFD needs to show how the residents here can also access facilities (e.g. Bypass bridge and Village Centre locations).</p>	<p>Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.</p> <p><b>Matters being discussed as above.</b></p>	<p><b>Active Travel</b></p> <p><b>Active Travel - Movement Framework</b></p> <p><b>Active Travel - Movement Framework</b></p> <p><b>Active Travel - Movement Framework</b></p> <p><b>Park and Ride</b></p> <p><b>Residential Development - North of RDR2 (RDR2 Design approach)</b></p> <p><b>Active Travel - Bus Route width</b></p> <p><b>Active Travel - Movement Framework</b></p>	<p>General 'catch-all' response noted but no specific response or action discussed on this point.</p> <p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p> <p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p> <p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p> <p>CCC to consult ECC on the aspired function of the P&amp;R as part of the CGC</p> <p>Information provided by Halley Developments. Meeting arranged 03.11. CCC and ECC to issue response.</p> <p>Decision to be made at OPA stage.</p> <p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p>	<p>The core objective at page 58 clearly indicates the target that 60% of all trips originating within the CGC will be by non car means by the completion of the development.</p> <p>A plan showing existing and proposed bridleway provision is included at page 65 of the DFD.</p> <p>A plan showing existing and proposed bridleway provision is included at page 65 of the DFD.</p> <p>A multi user routes plan is shown on page 65 of the DFD.</p> <p>ECC have advised that they wish to protect the key function of the Park &amp; Ride.</p> <p>A new character area page relating to the area north of the Northern RDR has been added at page 142 of the DFD this lists a range of uses, which by their very nature are less co-dependent upon access to services and facilities; any development of this land must be net zero / Passiv Haus.</p> <p>No further action required.</p> <p>The Design Rationale Document confirms the position in relation to delivery of infrastructure. The precise trigger for provision of the bridges over the North-East Bypass would be agreed at outline planning application stage as part of the Site Specific s106 Agreement. The northernmost bridge would be provided prior to occupation of the Travelling Showpeople site as confirmed in the phasing section of the DFD.</p>
59	59	<b>Movement Strategy</b>	The Parking Strategy should be more ambitious; every parking space has a carbon footprint and other costs, which should be acknowledged and clearly set out; much lower on-plot car parking provision than 1 car space per dwelling is recommended even from the early dwellings.	<p>Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.</p> <p><b>Matters being discussed as above.</b></p>	<b>Parking</b>	Phases are now defined in relation to the strategy but are problematic. The approach to off plot parking has been progressed with the inclusion of a phasing plan but the plans tabled to date lack ambition, suggest removal of parking 5 years into the development and are likely to face resistance from the community due to car borne established travel patterns.	The parking strategy is set out on Page 59; this confirms the intention to restrict on plot parking off site provision in parking clusters; over time, as car ownership decreases, then the parking clusters can be repurposed for other uses.



			The Parking Strategy is overly generous. On plot provision prevents this from being removed at a later stage. The standard for the 3+ bedrooms is ambiguous and provides no number of spaces. The Parking Strategy should contain a section that shows how to repurpose parking at a later stage.		<b>Parking</b>	Phases are now defined in relation to the strategy but are problematic. The approach to off plot parking has been progressed with the inclusion of a phasing plan but the plans tabled to date lack ambition, suggest removal of parking 5 years into the development and are likely to face resistance from the community due to car borne established travel patterns.	The parking strategy is set out on Page 59; this confirms the intention to restrict on plot parking off site provision in parking clusters; over time, as car ownership decreases, then the parking clusters can be repurposed for other uses.
60	60	<b>Bus Provision</b>	The guiding principle includes for every dwelling to be within 400m of a bus stop; this should be 400m walking distance from a bus stop.	Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC. <b>Matters on distance being discussed as above.</b>	<b>Guiding principle Bus Stops</b>	No change to DFD or response to this point.	The DFD has been updated on pages 59 and 66 to indicate that there will be a bus stop within a 400m walk of every house.
			The TCPA guidance states, 'buses should be available from the first occupation, offering services within and connecting to other networks outside the community'. A principle should be added to direct that this is the case for all properties. A commitment should be made in the DFD.	<b>Bus delivery a matter for further discussion and not subject to DFD commitment.</b>	<b>Guiding principle Bus Service delivery</b>	No change to DFD or substantive response.	The DFD indicates at page 67 that early provision of a bus service will be key to ensuring that bus travel becomes an embedded culture. The provision of bus services will be dealt with at outline planning application stage in accordance with the Outline Bus Strategy principles.
61	61	<b>Bus Routes Diagram</b>	5 bus gates are shown, however the primary street layout provides no advantageous routing for buses between those gateways and the main roads (RDR, RDR2 and ERW), thus retaining a competitive disadvantage for buses, as they will have to make stops on route as well; this must be addressed, as it stands the guiding principle is not achieved.	Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.  <b>Matters being discussed as above. OPA considered acceptable to establish further design updates.</b>	<b>Active Travel - Movement Framework</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	An updated bus provision diagram has been provided within the DFD. This demonstrates the coverage of bus services. The DFD includes a commitment to delivering these routes within 400m walk of new dwellings. The detailed phasing of routes will be addressed through OPAs.
			Provision should be shown for buses and active modes to access the site from Essex Regiment Way at the Pratts Farm Lane roundabout; this would provide the opportunity for local bus services to run along the east boundary to the Park & Ride site rather than along Essex Regiment Way, if that is seen as advantageous at any time.		<b>Active Travel - Movement Framework</b>	Updated DFD and DRD received. This needs to be reviewed by CCC and ECC.	
			Interim routing arrangements should be shown to accord with the phasing, notably the impact the mineral extraction will have on the delivery of infrastructure.		<b>Active Travel - Movement Framework</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	
			CIHT guidance recommends that bus route corridors are a maximum 600m wide to achieve the target maximum 400m walking distance. A plan with 300m off-sets from the bus routes is requested, as this would provide reassurance that 400m walking distances will be achieved.		<b>Active Travel - Movement Framework</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	
63	63	<b>Bus Provision</b>	Concerns are raised that journey times will not be attractive in part due to circuitous routing. An example would be proposed service C13 (in green), which must service Hawthorn Village but also services Willow Hill and the north of Great Belsteads. Hawthorn Village is poorly served by bus provision.	Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.  <b>Matters being discussed as above. OPA considered acceptable to establish further design updates.</b>	<b>Bus Routes</b>	General 'catch-all' response noted but no specific response or action discussed on this point.	The provision of bus services across the CGC will be dealt with at outline planning application stage in accordance with principles set out in the Outline Bus Strategy.
			The labels used to locate the Mobility Hubs are still imprecise due to their size, although they appear to be more accurately located. The Willow Hill Mobility Hub label would suggest it will be on route C14, whereas other plans show it at Willow Hill village centre, which only route C13 would serve. The bus service interchange should be delivered, so that it is easy to reach all the CGC Village Centres by bus from any one of the new mobility hubs; without this it cannot be said that the villages are interconnected. An exercise to show how this would be done in the medium and long term, i.e., showing when the Village Centres are constructed, is needed. Proposed service C13 would miss the Great Belsteads Village Centre / mobility hub.		<b>Bus Routes</b>	General 'catch-all' response noted but no specific response or action discussed on this point.	A detailed Bus Strategy will form part of the outline planning applications and included within the s106 agreement as per the arrangement at Beaulieu.
			The route of service C10 is a cul-de-sac one, which is not generally preferred and would require turning facilities; it should be made to serve the Great Belsteads Mobility Hub and Chelmer Valley Park & Ride site. The provision of a bus turnaround would be unacceptable as this would be an intrusive feature.		<b>Bus Routes</b>	General 'catch-all' response noted but no specific response or action discussed on this point.	The provision of bus services across the CGC will be dealt with at outline planning application stage in accordance with principles set out in the Outline Bus Strategy.
			A plan showing 300m off-set lines from each route (as recommended by the CIHT) is needed to demonstrate that everywhere is within the 400m walking distance target, as allowance must be made for indirect walking routes to stops; without plans to scale this is not feasible to check.		<b>Bus Routes</b>	General 'catch-all' response noted but no specific response or action discussed on this point.	The provision of bus services across the CGC will be dealt with at outline planning application stage in accordance with principles set out in the Outline Bus Strategy.
			The DFD demonstrates that some areas could have three routes in close proximity whereas others have only one, notably Hawthorn Village and the area south of Park Farm, which means they will be less attractive for car-free living. The neighbourhoods should be linked but none of the proposed services alone will do this (whereas there is a shuttle service for Beaulieu and Channels).		<b>Bus Routes</b>	General 'catch-all' response noted but no specific response or action discussed on this point.	The provision of bus services across the CGC will be dealt with at outline planning application stage in accordance with principles set out in the Outline Bus Strategy.
			Interim bus route arrangements are needed to support the earlier phases that will not have the benefit of primary streets through the mineral extraction areas. Proposed services C12, C13 and C14 will not be possible until the requisite carriageway network is made available in Phase 3, following restoration of the mineral extraction area.		<b>Bus Routes</b>	General 'catch-all' response noted but no specific response or action discussed on this point.	The provision of bus services across the CGC will be dealt with at outline planning application stage in accordance with principles set out in the Outline Bus Strategy.
			The plan should include indicative bus stop locations to demonstrate that the routes proposed can achieve 400m walking distance.		<b>Bus Routes</b>	General 'catch-all' response noted but no specific response or action discussed on this point.	An updated bus provision diagram has been provided within the DFD. This demonstrates the coverage of bus services. The DFD includes a commitment to delivering these routes within 400m walk of new dwellings.

64	64	Active movement	Guiding Principle 2 is acceptable, however, it could be more comprehensive, stating that the Core and Summary Principles of LTN 1/20 shall be achieved, and it should be consistent with the first Movement Strategy Guiding Principle (p56); this is important. After the principle that cycling should be accessible to all, LTN 1/20 and the Government's policy 'Gear Change' clearly state that 'cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians'. The principle should apply by default to other routes to avoid actual or perceived risk, and make cycling as efficient and attractive as possible, thus assisting to promote a culture of cycling (second only to walking in the mode hierarchy, as set out in the Local Plan).	Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.  <b>Extra detail not considered necessary at DFD stage.</b>	Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	The guiding framework principle 2 on page 60 is acceptable and sets out compliance with LTN1/20.
			The core principles set out in LTN 1/20 are: Networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive. Inclusive design and accessibility should, run through all five of these core design principles, whilst acknowledging they will not be so direct, interim proposals for the active movement network, to show how the mineral extraction workings limitations will be addressed, need to be shown.		Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	Amendments have been made to the active travel network with a view to improve connectivity and directness of key routes. Final amendments to the proposed active travel network are in the process of being agreed between CCC officers, ECC and the Consortium. The timing for the delivery of routes will be addressed in detail through OPAs.
65	66	Proposed Active Travel Routes Diagram	Opportunities for active travel should be considered seriously to comply with LTN 1/20 principles - Networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive.	Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.  <b>Matters being discussed as above. OPA considered acceptable to establish further design updates.</b>	Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	No update. Principles confirmed to be complied with within DFD
			Routes within the masterplan are in some instances (e.g., A & B) obviously sinuous or not as direct as they appear they could be on plan; more direct routes to these should be provided, where possible. The east-west spine primary street is missing (C) south of Willow Hill village. Referencing the illustrative masterplan, the active route would be longer, and it would cross primary streets three times; this would not meet the core objectives above.		Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	Amendments have been made to the active travel network with a view to improve connectivity and directness of key routes. Final amendments to the proposed active travel network are in the process of being agreed between CCC officers, ECC and the Consortium.
			The direct route should be provided for active travel and conflict points with vehicles should be avoided where practicable; there are one or two links (e.g. D - a fenced in public footpath) where it is unlikely to be feasible to widen to facilitate cycling but they will become a more popular walking route; others based on the Public Rights of Way, need to be addressed carefully to ensure cycling is facilitated.		Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	
			The new pedestrian and cyclist access point at the eastern apex of Dukes Wood Nature Park would be welcomed, to provide connectivity to the rights of way network to the east. The blue 'potential future active travel route' is noted. An alternative route would be along the entire length of Holts Lane, which may be feasible with the owner's agreement (instead of as well as the one shown) and an access point should be added to this plan accordingly to cover this possibility; either option would require the permission or agreement from the third-party landowner(s), if that is not forthcoming it may be possible for a brideway to be created an order. Costs would need to be covered either way and consideration should be given to securing this through S106 contributions. A potentially long-term alternative process would be to secure it through the Local Plan review and future development.		Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	
			The walking and cycling strategy must include a hierarchy defining primary and secondary routes. A discussion is required between CCC and ECC.		Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	
			An off-site route network needs to be included with key routes to Broomfield Hospital, Little Waltham, Great Leighs, the city centre and the Regiment Gate Business Park; all on one Plan.		Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	
66	68	Active Movement – Walking and Cycling	Springfield Employment area rather than Boreham (village) is the final key destination although Boreham Village is likely to be a source for uses on CGC.	Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC. To be actioned. Bullet will be updated, though this is not considered a material impact on the DFD's acceptability.	Key destinations - Small amendment	Response confirms this will be updated but DFD unchanged.	The DFD has been updated to reference the Springfield Employment Area.
67, 68	68, 69	Diagrams - Active Travel Connections to City Centre & to Broomfield Hospital	The diagrams need to be carefully revised in line with the Active Movement and Walking and Cycling Strategy, when it has been agreed with ECC and CCC. Examples include the omission of the Generals Lane route through to the new Railway Station and the inference that cycling will be acceptable on the RDR, when there are no segregated cycling facilities alongside RDR (existing or proposed). Routes to the north must also be addressed.	Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.  <b>Matters being discussed as above. Final update to be provided once updated.</b>	Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	Amendments have been made to the active travel network with a view to improve connectivity and directness of key routes. Final amendments to the proposed active travel network are in the process of being agreed between CCC officers, ECC and the Consortium. A active travel plan showing the wider network has also been provided. This includes a route to Broomfield Hospital via Croxtons Mill.
			A zoomed-out plan of the off-site active travel network needs to be included which shows the key network to destinations e.g. City centre, Hospital, University, new train station		Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	
					Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	
68	70	Active Movement-Walking and Cycling	A direct foot and cycle path should be provided between CGC and Broomfield Hospital;	Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.  <b>Matters being discussed as above. OPA considered acceptable to establish further design updates.</b>	Active Travel - Movement Framework	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	The reference to Croxton Mill has now been removed.
			The reference to Mill Lane on the map is confusing as it is assumed the reference should refer to Croxtons Mill Lane.		Plan annotation - Small amendment	No change to DFD.	
70	72	Parking, Vehicle Access & Mobility Hubs	The case for presenting the parking strategy within the 'Mobility Hubs' (strategy) is accepted however, vehicle access warrants its own 'strategy'.	Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.  <b>Agreed to review Parking Standards for DFD Parking standards shown in DRD. Can be added to DFD if required.</b>	Parking, Vehicle Access & Mobility Hubs	No change to DFD.	Vehicle Access shown on primary street network plan. Further strategy need has not been justified and can be incorporated in OPA discussions.
			The northeast corner of Hawthorn Village abuts an Essex Police facility; an access that could be used by the police or in the event of an emergency only, would be welcomed; this could be gated or have a suitable TRO.		Parking, Vehicle Access & Mobility Hubs	No change to DFD.	Not proposed. Road is private access and DFD cannot commit to this. Potential future active travel connection is possible.



			<p>The Parking Strategy is not entirely consistent with the Modal Share Target and Active Mode Target.</p> <p>The Objective is largely a statement, not an objective per se; it should be revised into an objective and alternative wording set down, such as 'to facilitate the sustainable, healthy transport culture expected and better balance the negative impacts of keeping and using cars with their benefits, as appropriate for a Garden Community' or similar should be used.</p>
71	73	<b>Primary Street Network</b>	<p>The E-W primary street across Park Farm Village and the access street off RDR roundabout 3 aside, the network of Primary Streets during mineral extraction is shown to be complete; this must be incorrect as it does not correspond with the Mineral Extraction Process (page 20) or the phasing plans for Phases 1 and 2 (pages 152- 153).</p> <p>General traffic access from Pratts Farm Lane Roundabout is not supported; any additional motor-vehicular access demand proposed, even for a limited area such as for the proposed 'Innovation Hub', will be resisted if it risks negatively impacting the performance and attractiveness of bus services, in particular the Park &amp; Ride using this junction. Additional delays to Park &amp; Ride service users in accessing / egressing the site by car due to additional vehicular use of the junction to access the CGC site will affect the attractiveness of the service too and will be viewed similarly.</p> <p>A strategy will be required to manage the transition of the area affected by the relocation of the temporary bus gate in Park Farm Village, if the parcel is delivered prematurely in isolation, as this is highly likely to be unpopular with affected occupants even with consistently good prior engagement.</p> <p>The primary route north from roundabout 3 (Channels Drive/ Beaulieu Parkway/ Commonwealth Link) is not proposed to carry a bus service according to the early bus provision diagrams, therefore it would simply be an 'all traffic route'; it has been realigned into Phase 3 to the east, which suggests a significant area of housing will have access to it, bypassing the bus gate; clarification is required. Greater detail generally as to which parcels and numbers of dwellings that would be proposed to take vehicular access from each of the primary Streets and respective access junctions from the RDR2, ERW, Channels and RDR would be helpful to form a view on the Movement Strategy. The Primary Street Network diagrams show the whole of Park Farm, for example, being allocated to Zone 2 (vehicle access from RDR2/ Roundabout), which would suggest that there is no access proposed from the area nearest the RDR via the new road (off roundabout 3) that runs along the west edge; this contrasts with the relatively small area of Zone One that is shown with access from the RDR by the new access.</p> <p>The bus only gateways shown on the primary street/ bus route network only restrict car movement across the centre of the development; while significant, this would provide competitive advantage for buses and cycles over cars for only a limited number of trips between villages. Most local trips can be expected to be within each village and no advantages, nor even any off-setting of the competitive disadvantages that bus services have over easily accessed cars (i.e., having to make stops and passenger walk-time to the stop in the first place compared to jumping in the car on the driveway), would be provided from the layout for the trips that buses need to compete with cars for i.e., the medium distance trips to key off- site destinations. Bus lanes on Essex Regiment Way will only provide an advantage for relevant trips when the network is congested.</p> <p>The primary streets should not be designed to make them more attractive than using the strategic roads eg: a driver approaching CGC from the north going to the southern area of Great Belsteads, should not be tempted to use the primary street to the east of Wheelers Hill instead of Essex Regiment Way and the new access from it</p> <p>Necessary alternative off-site routes will be available for walking and cycling off-site to key destinations (e.g., to Broomfield Hospital), there is similarly little or no advantage for pedestrians and cyclists over cars from the primary street layout unless a bus gate is in place.</p> <p>Some primary streets (e.g. N-S through Willow Hill and Park Farm), appear to be overly sinuous for good bus routes, which is contrary to recognised design guidance for bus routes.</p> <p>Additional non-car gateways should be introduced on the primary street network (subject to other matters such as the number of RDR2 accesses being addressed) with significant diversions for general traffic, as per TCPA advice.</p> <p>The copy of the illustrative masterplan primary street network has been annotated with green, to show suggested bus and active mode only links that unlike the bus gates, would be circumventable by cars and other vehicles (except to the Pratts Farm Lane access and perhaps roundabout 3 of RDR1). <b>A discussion is required between CCC and ECC.</b></p>

Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.

**Matters being discussed as above. OPA considered acceptable to establish further design updates.**

<b>Parking, Vehicle Access &amp; Mobility Hubs</b>	The Parking Strategy remains inconsistent with the Modal Share Target and Active Mode Target.	Disagree. No change to be made. Strategy is consistent with targets.
<b>Parking, Vehicle Access &amp; Mobility Hubs</b>	No change to DFD.	Narrative statement. No update required.
<b>Primary Street Network</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	DFD has been updated to address this.
<b>Primary Street Network</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC. Clarification re: general vehicle access from Pratts Farm Lane not provided.	Responses considered to be too detailed for DFD. To be addressed at OPA and RMA stages where relevant.
<b>Primary Street Network</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	Responses considered to be too detailed for DFD. To be addressed at OPA and RMA stages where relevant.
<b>Primary Street Network</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC. Access arrangements from roundabout 3 of RDR1 need to be understood at the DFD stage and not left to the outline planning application.	Responses considered to be too detailed for DFD. To be addressed at OPA and RMA stages where relevant.
<b>Primary Street Network</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC. The approach to bus only gateways requires further discussion.	Responses considered to be too detailed for DFD. To be addressed at OPA and RMA stages where relevant.
<b>Primary Street Network</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	Responses considered to be too detailed for DFD. To be addressed at OPA and RMA stages where relevant.
<b>Primary Street Network</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.	Responses considered to be too detailed for DFD. To be addressed at OPA and RMA stages where relevant.
<b>Primary Street Network</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC. No mention is made of non-car gateways.	Responses considered to be too detailed for DFD. To be addressed at OPA and RMA stages where relevant.
<b>Primary Street Network</b>	Updated DFD and DRD received; this needs to be reviewed by CCC and ECC. No feedback provided regarding the CCC/ECC annotated copy of the illustrative masterplan.	Responses considered to be too detailed for DFD. To be addressed at OPA and RMA stages where relevant.

			<p>Limited detail is provided on proposed urban blocks, as such it is not possible to suggest detailed diversion routes for general traffic now; however, it is assumed that each block would have vehicular access with internal streets, so the cost of providing these diversions should not be prohibitive. Further, having alternative loops provides resilience. Subject to enforcement practicalities, the actual length of traffic restriction could be short gateways at the main road end of relevant streets to enable direct vehicular access off them but by a much longer route than the standard estate (not Garden Community) proposal shown. Retrofitting such measures, as is happening widely across the country to deliver Walkable Neighbourhoods in existing communities, is much more challenging than installing them originally. <b>A discussion is required between CCC and ECC.</b></p> <p>Each bus gateway will need suitable arrangements either side to enable prohibited vehicles to turn around to avoid the gateway. Exemptions would apply to such prohibitions, such as for emergency services and authorised waste and recycling collection vehicles. Consideration also needs to be given to the location of bus gates and how turning heads can be integrated into residential parcels not located in areas of open space becoming an engineered and intrusive feature. Clarification is required to show how bus gates would operate (e.g. bi-directional or one direction?)</p>		<p><b>Primary Street Network</b></p> <p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p> <p>Responses considered to be too detailed for DFD. To be addressed at OPA and RMA stages where relevant.</p>
				<p><b>Primary Street Network</b></p> <p>Updated DFD and DRD received; this needs to be reviewed by CCC and ECC.</p> <p>Responses considered to be too detailed for DFD. To be addressed at OPA and RMA stages where relevant.</p>	
71	73	<b>Drawing - Parking, Vehicle Access &amp; Mobility Hubs</b>	<p>Clarity is required as to what year the 'Primary Street Network - during mineral extraction' represents; whilst it does seem to anticipate the CNEB being built, so potentially 2024/25, if this is intended to represent a time when mineral extraction will be ongoing in Park Farm (likely from 2023 to 2029), then there can be no access for non-quarry traffic east-west using the bridge that will carry the conveyor, nor the north-south route east of Park Farm as this seems to pass through the Park Farm quarry area.</p> <p>The key does not explain the two headed arrows that cross the CNEB, although they are inferred to be foot and cycle bridges.</p>	<p>Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC. <b>Dates not possible to confirm.</b> <b>Item 2 to be actioned.</b></p>	<p><b>Primary Street Network - Mineral Extraction</b></p> <p>Clarity is required regarding timescales to understand how the CGC would function in relation to movement.</p> <p>Plan removed and explained in latter phasing section plans.</p>
				<p><b>Primary Street Network - Pedestrian &amp; Cycle Access</b></p> <p>Detail still to be provided regarding the foot and cycle bridges.</p> <p>DFD updated.</p>	
72	74	<b>Parking</b>	<p>The second paragraph should be deleted; relinquishing ownership of a vehicle can be a very quick process, once an owner's mind is made up. Further, the desire to have a home is an overriding reason to do so. Developers' mindset requires multiple parking spaces for ease of use of private cars; that needs to change now, bearing in mind the Climate Emergency and Garden City Principles; as demonstrated elsewhere, pioneer or early-stage adopters of low-car (not necessarily car-free) lifestyles will be attracted and be satisfied, provided that promised infrastructure and services are delivered in good order.</p> <p>Details of vehicle specifications and locations of Car Club spaces will need to be provided at reserved matters stage, however, the principle and number of Car Club vehicles should be secured at the outline planning application stage and form part of the s106 Agreement.</p> <p>Reference to a simple numeric set of standards for early phases does not pin down when exactly they will change. Noting that there are only 4 phases presented in the DFD this would imply that traditional standards may be applied for over 2500 dwellings; this is in line with the TCPA Garden City principles and climate emergency objectives. <b>A discussion is required between CCC and ECC as to how best to deliver off-plot provision with EV charging and temporary spaces in early phases.</b></p>	<p>Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC. Agreed to review Parking Standards.</p> <p><b>RE paragraph 2. This should remain as 'pioneer' residents will not represent the majority of occupations and development cannot be delivered without a phased approach.</b> <b>Discussion ongoing. Section to be updated where relevant following final agreements.</b> <b>DRD identifies parking</b></p>	<p><b>Parking</b></p> <p>No change made.</p> <p>The baseline Parking Standards are set out on page XX of DFD; these baseline standards which limit provision on-plot whilst allowing additional off-plot parking in parking clusters within walking distance of, but not adjacent to residential properties; the intention is that the parking clusters can be genuinely repurposed for alternative uses at an appropriate time.</p>
				<p><b>Parking - Car Club</b></p> <p>The DFD needs to be clear that car club spaces are to be provided as this is an integral part of the series of sustainable transport measures necessary to ensure attainment of the modal targets. The use of wording 'where practical and feasible' is not affirmative and gives plenty of scope not to provide the car club spaces.</p> <p>A car club is to be provided at an early stage in the development; all dwellings would be within a 400m walk of the car club.</p>	
				<p><b>Parking - Strategy</b></p> <p>Phases are now defined in relation to the strategy but are problematic. The approach to off plot parking has been progressed with the inclusion of a phasing plan but the plans tabled to date lack ambition, suggest removal of parking 5 years into the development and are likely to face resistance from the community due to car borne established travel patterns.</p> <p>The baseline Parking Standards are set out on page 74 of DFD; these baseline standards which limit provision on-plot whilst allowing additional off-plot parking in parking clusters within walking distance of, but not adjacent to residential properties; the intention is that the parking clusters can be genuinely repurposed for alternative uses at an appropriate time.</p>	
73	75	<b>Mobility Hubs</b>	<p>Clarification is required as to how Mobility Hubs are counted in the 'Rule of 10'; to maximise use of transport services provided at these hubs there needs to be other reasons for people to go to them.</p> <p>Fixed bicycle pumps for public use as an easy and quick way to keep people cycling would be welcomed.</p> <p>12 minutes walking time, to reach a transport interchange, whilst a target maximum is significant however worthy the options there may be. Provision of 'tertiary' hubs to reduce this to 5 minutes maximum (commensurate with access to the nearest bus stop) should be provided and used, for example, to better disperse Car Club vehicles and electric cycles.</p>	<p>Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.</p> <p><b>Discussion ongoing. Section to be updated where relevant following final agreements.</b></p>	<p><b>Mobility Hubs</b></p> <p>Changes made; clarification now provided as to the services provided at the mobility hubs and the distinction between primary and secondary hubs.</p> <p>Page 73 has been updated to show the services typically contained at a mobility hub.</p>
				<p><b>Mobility Hubs</b></p> <p>No change made but easily accommodated.</p> <p>Evidence base to be updated.</p>	
				<p><b>Mobility Hubs</b></p> <p>No change made.</p> <p>The text on page 72 has been updated to confirm that mobility hubs will be spread across the site to support a range of sustainable modes of travel.</p>	
74	76	<b>Landscape Strategy</b>	<p>The NE Bypass provides severance in the masterplan and difficulty in achieving a cohesive community. Alternative treatments, such as land bridges should be explored, to enable greater cohesiveness, integration and connection between different neighbourhoods. The central bridge across the bypass could if widened be an iconic green bridge feature acting as a marker signposting the new village, its intent, whilst reducing severance.</p> <p>A land bridge is also recommended to promote access to areas that are exclusive to pedestrians and cyclists, further encouraging active travel and sustainable green links.</p>	<p>The Central Bridge has been approved under the CNEB Application by ECC and will be constructed by ECC. It is designed to accommodate a conveyor during the course of the minerals extraction and following this it can be retrofitted to accommodate a vehicular crossing for buses and cars as well as pedestrian and cycle crossing. The additional two bridges are proposed as pedestrian/cycle crossings only. <b>No action.</b></p>	<p><b>Landscape Strategy</b></p> <p>Bridge already approved by ECC - noted it could be retrofitted to accommodate a vehicular crossing for buses and cars and a pedestrian and cycle crossing.</p> <p>No further action required.</p>
				<p><b>Landscape Strategy - Pedestrian &amp; Cycle Bridges</b></p> <p>Two additional bridges are to be provided; worth exploring if there is scope for introducing additional landscaping.</p> <p>Landscaping will not be proposed due to significant increased costings and no ecological requirement.</p>	
		<b>Guiding Framework Principles: Green &amp; Blue Infrastructure</b>	<p>Comments noted. <b>No action. Principles considered sufficient and good design would dictate severance.</b></p> <p>The principles should refer more specifically to mitigating severance by roads and other uses both within and outside the site.</p>	<p><b>Landscape - Guiding Principles</b></p> <p>No changes made - comments could be added re: good design addressing severance,</p> <p>Guiding principle 1 on page 76 has been updated to indicate that the green and blue infrastructure will be a network for safe movement of wildlife and people.</p>	



75	77	<b>Green Infrastructure</b>	Shared surface paths are proposed where possible for pedestrians, cyclists (and presumably other micro-modes) and, where appropriate, for equestrians too. Cyclists should be segregated from pedestrians by default as a matter of principle for several good reasons; as the Greenways network is to be heavily relied on for encouraging cycling, it should only be when links have been considered more closely that sharing them with pedestrians should be accepted. The decision should be finally determined at reserved matters stage. <b>A discussion is required between CCC and ECC as to an approach to Primary and Secondary routes and segregated vs shared routes; this cannot be left to reserved matters phase. The surface finish of footpaths and cycle tracks will need to be bound.</b>	Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC. <b>To be further detailed at OPA stage.</b>	<b>Green Infrastructure - Pedestrian &amp; Cycle Routes</b>	Updated DFD and DRD received. This needs to be reviewed by CCC and ECC. The approach to shared routes need to be agreed at DFD stage as this has spatial implications.	Greenways which run through the CGC will form an important part of the pedestrian and cycle movement strategy; each outline application will set out within their respective Green Infrastructure Strategies and Paramater Plans where the Greenways will be delivered and how wide these will be.
76	78	<b>Guiding Framework Principles: Green and Blue Infrastructure – Cultural Heritage (Guiding Principles)</b>	The guiding principles require amendments. Guiding Principle 2: 'Through positive masterplanning seek to respect and protect the setting of heritage assets to ensure their significance is preserved and wherever possible enhanced and any harm minimised' should be amended to 'Through positive masterplanning seek to respect and protect the setting of heritage assets to ensure their significance is preserved and wherever possible enhanced, where harm is unavoidable it will be minimised and mitigated.' Guiding Principle 5: 'Retain or reinterpret the historic layout of hedgerows where possible in order to respect the historical context and evolution of the site'. Amend to include 'lanes and historic landscape features.'	Agree amended text as suggested <b>Actioned</b>	<b>Cultural Heritage - Guiding Principles</b>	Change made to DFD.	The guiding principle (Number 2) has been updated on page 78.
76-78	80	<b>Heritage</b>	A stronger point to use the heritage assets as a way to shape aspects of the character of the villages should be made. Beaulieu used the context of New Hall, farmstead and traditional buildings to create areas of mews and farmstead style development. Opportunities to build upon this should be developed for the rest of the community, whilst also relating back to Beaulieu. How will the character of Domsey Lane be preserved within the development?	Comments are noted and the DFD text will be updated where appropriate. <b>Matter for Design Code</b>	<b>Cultural Heritage - Assets</b>	Greater consideration should be given to the character of Domsey lane through the inclusion of a specific section within the DFD.	Domsey Lane is referenced as a specific character area at pages 144 and 145 of the DFD. The document details how the Design Framework intends to minimise the impact of development on the existing community and character of Domsey Lane.
			The findings of the heritage assessment are not fully integrated into the DFD; it is important that the scope of the report fully informs the masterplan and any variations are justified. The DFD notes that detailed heritage assessments are to be undertaken to inform the OPA's. The work should be undertaken at an early stage to ensure the DFD fully reflects the heritage constraints and opportunities; where there is an impact on the setting text should note potential mitigation methods.	<b>DFD reflects critical constraints. Details are a matter for OPA.</b>	<b>Cultural Heritage - Assets</b>	Confirmation needed as to the scope of work already undertaken in parallel with the DFD to inform the outline planning applications.	No further action required at this stage.
			The DFD includes objectives to protect the setting of the heritage assets with the hedgerows retained and the former line of the deer park defined; these features are welcomed but the DFD needs to be amended to protect the historic environment and maximise enhancement opportunities. The opportunities to use the heritage of the site to inform the development are not fully realised.	<b>Covered in GP 2 update.</b>	<b>Cultural Heritage - Assets</b>	Change made to DFD.	Changes made in the guiding principles update.
			The Heritage Assessment identifies three important views between heritage sites - between Powers and Little Waltham, powers and Peverels and Park Farm and Mount Maskall; this provides a strong concept to define local character, gives legibility to the new development and mitigates the impacts on the listed buildings and their settings. The opportunity for these views to be incorporated into the DFD and reflected in the framework layouts is not fully realised. The view from the high ground near Powers Farm to Little Waltham is not reflected in the layout. The corridor between Powers and Peverels orientation is incorrect, as it does not link the listed farmstead and the intervening landscape corridor is too narrow.	<b>DFD reflects critical constraints. Details are a matter for OPA.</b>	<b>Cultural Heritage - Assets</b>	Work to understand key views and their implications required at DFD stage.	Detail sufficient for this stage. Further matters to be discussed at OPA stage.
			The heritage trail concept is welcomed. The concept of greenways (incorporating landscaping, public art and interpretation) through the site gives the opportunity to celebrate the heritage of the site. The trail should be extended to include both the deer park pales and to link to the Grade II listed buildings. The eastern and western parts of the site should also be linked and the trails should be extended beyond the site boundary to New Hall, Little Waltham and Pratts Farm. The trail should also be informed by the ongoing archaeological assessment and where appropriate celebrate these features.	<b>To be reviewed at OPA stage.</b>	<b>Cultural Heritage - Assets</b>	Confirmation needed as to the scope of work already undertaken in parallel with the DFD to inform the outline planning applications.	A discovery trails plan has been added to the DFD at page 82. Information about the discovery trails on page 80.
			The heritage mitigation is not well defined and should include no build areas, open space, landscaping, creation of views, woodland planting, landscaping, density, design, layout, scale and materials; it is important there is a clear mitigation strategy to ensure there is a framework to minimise harm and help define character in future OPA's.	<b>To be reviewed at OPA stage.</b>	<b>Cultural Heritage - Assets</b>	A clear mitigation strategy is required now; as per the approach at Beaulieu where the NCAAP identified the areas to be kept free from built development and land to form part of the compensatory measures; this then informed the Parameter Plans which formed part of the outline planning applications.	The DFD sets parameters in relation to Green Infrastructure and areas to encompass built development. Further detail in relation to mitigation would be provided at outline planning application stage.
			The proposals should be sufficiently flexible to accommodate significant archaeological finds where necessary.	<b>To be reviewed at OPA stage subject to finds.</b>	<b>Cultural Heritage - Assets</b>	Confirmation needed as to the scope of work already undertaken in parallel with the DFD to inform the outline planning applications.	No further information required at this stage. Matter to be reviewed and agreed as part of the outline planning applications.
			The heritage aspects of the site are a fundamental consideration in the identity and character of the new places; there is still work to be done to clearly demonstrate how heritage contributes to all aspects of the future masterplan and design codes.	<b>To be reviewed at OPA stage and as part of Design Code.</b>	<b>Cultural Heritage - Assets</b>	Confirmation needed as to the scope of work already undertaken in parallel with the DFD to inform the outline planning applications.	The discovery trails information is set out on page 80. The map on page 82 also indicates new public art landmarks.
			Heritage on site should be reviewed as its own true layer, with greater research behind the ecological and built heritage evident on site to substantiate the design strategies of the proposed scheme. Heritage is evident below and above ground, within local landscapes and woodlands, etc. and should not be considered as just purely cultural assets. New buildings should not be hidden from listed buildings, they can co-exist if a clear heritage strategy is used to inform design development.	<b>To be reviewed at OPA stage.</b>	<b>Cultural Heritage - Assets</b>	Confirmation needed as to the scope of work already undertaken in parallel with the DFD to inform the outline planning applications.	No further information required at this stage. Matter to be reviewed and agreed as part of the OPA's.
			Spaces between buildings should be reviewed to create experiences for people moving through the site. Looking at the site from a micro scale, there is no reason why the setting of a cluster of historical buildings cannot provide the character of a conservation area, as this does not have to cover a large surface area.	<b>To be reviewed at OPA stage.</b>	<b>Cultural Heritage - Assets</b>	Confirmation needed as to the scope of work already undertaken in parallel with the DFD to inform the outline planning applications.	No further information required at this stage. Matter to be reviewed and agreed as part of the outline planning applications.

			<p>A review of how the bridge and other built forms could be created as a progression of a heritage narrative, could help to highlight the key features of the masterplan in terms of the new vernacular for Chelmsford Garden village.</p> <p><b>To be reviewed at OPA stage.</b></p>		<b>Cultural Heritage - Assets</b>	Confirmation needed as to the scope of work already undertaken in parallel with the DFD to inform the outline planning applications.	No further information required at this stage. Matter to be reviewed and agreed as part of the outline planning applications.
80	82	<b>Green and Blue Infrastructure - Biodiversity Net Gain (Guiding Principles)</b>	<p>The prioritisation of BNG delivery onsite is supported; this is to be achieved via the provision and retention of existing GI features and the provision of new features, however, it is recognised that this might not always be conceivable, and that offsite delivery could provide additional benefits and be used to protect areas of land that are of local natural and wildlife value. Off-site provision, where necessary should be located within close proximity of the site and should feed into the delivery of the Essex GI Strategy, supporting the enhancement and protection of the wider Essex GI network.</p> <p><b>The removal of the residential area to the north of RDR2 provides an opportunity to achieve the BNG.</b></p>	Comments are noted. <b>No action.</b>	<b>Biodiversity Net Gain Guiding Principles</b>	The opportunity for biodiversity net gain to be delivered off site, but within close proximity should be recognised; this could include land beyond the northern RDR.	The DFD indicates on page 84 that off-site biodiversity net gain would only be considered if the 10% on site provision cannot be attained.
81	<b>83 - Wrong location</b>	<b>Guiding Framework Principles: Green and Blue - Biodiversity Net Gain (Delivery Timeframe)</b>	<p>A greater ambition is required on the delivery of net zero in the residential and non-residential elements and in particular the details of how the design intent will be realised in operation. Technologies will improve and new approaches to net zero carbon emissions will evolve within the timelines of the project, however further clarification is sought on how homes and offices will be 'used' and how energy use will be monitored and if necessary, remedial actions carried out.</p> <p>Further details on a climate change resilience plan should be provided so that impacts, adaptation, and mitigation are collated into a single strategy. Elements with respect to the blue and green infrastructure strategy are set out, although how this 'works' spatially would be clearer in a single strategy.</p>	Meeting set up on 3rd October with ECC, CCC, Consortium and Turley <b>Discussions ongoing. CCRP for OPA stage.</b>	<b>Biodiversity Net Gain - Delivery Timeframe</b>	Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.	A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.
82-83	85	<b>Guiding Framework Principles: Green and Blue Infrastructure - Sustainable Surface Water Management (Guiding Principles)</b>	<p>A brief explanation of how the drainage will affect the layout would be welcomed e.g.: will any strategic drainage corridors need to be installed early on and become a restriction to later phases.</p>	A fully detailed explanation of the proposed drainage strategy is provided in the submitted Onsite Civil Engineering Infrastructure Statement Evidence Base Document. Further details will be provided for each Zone in the submitted EIA at OPA Stage. <b>No action.</b>	<b>Sustainable Surface Water Management</b>	On-Site Civil Engineering Infrastructure Statement Evidence Base Document to be further reviewed by CCC.	The DFD sets out the sustainable surface water drainage details on pages 86 and 87 of the DFD.
85	87	<b>Guiding Framework Principles: Green and Blue Infrastructure - Arboriculture (Woodland and Tree Planting Strategy).</b>	Ideally, strategic elements of the green infrastructure network should be brought forward in phase one of the development to create a landscape structure and to allow early establishment.	Chapter 9 (Delivery and Phasing) provides a detailed breakdown of what green infrastructure will be delivered and when. This includes a series of Phasing Plans. <b>No action. Further detail via OPAs.</b>	<b>Green Infrastructure - Delivery</b>	Further internal discussion required re: Green Infrastructure Plan and timing of delivery with Parks and Leisure.	Matters in relation to phasing and delivery can be dealt with via PFA and the Site Specific s106 Agreements.
86	88	<b>Open Space, Play and Sport</b>	<p>The even distribution of formal sports pitches shown across three locations within the DFD differs from the paper (CCC Pitch Provision North-East Chelmsford Briefing Paper) which suggested two outdoor sports grounds with a critical mass of sports provision.</p> <p><b>A discussion is required with CCC Parks Services; joint use at the school should be encouraged and the phasing also makes relocation difficult. The question as to whether provision at Great Belsteads could be increased needs to be considered.</b></p>	<p>The DFD proposes formal sports provision in two locations to be managed by CCC at Dukes Wood Sports Hub and Great Belsteads Sports Hub. The third location will be managed by the All Through School Academy as is done at Beaulieu Park School.</p> <p>The Zone 2 OPA Team are meeting with CCC's Sport and Recreation Team on the 28th September to discuss the joint use of school facilities and this will be secured via the Zone 2 OPA S106.</p> <p><b>Mix shown on page 90. All subject to OPA agreements.</b></p>	<b>Formal Sports Provision</b>	The principle of two locations for formal sports provision (Dukes Wood and Great Belsteads) together with joint use provision at the all through school campus is fully supported. The level of provision at Great Belsteads Sports Hub remains inadequate and would not support a viable club. The areas must be agreed at DFD stage as there are clear spatial implications / issues for displacement of other land uses where the sports provision needs to be enlarged. The level of parking provision at each sports hub is now undefined rather than referencing an agreed number of spaces - 120 as per Beaulieu.	Formal sports provision is to be provided at two standalone sites (Great Belsteads and Dukes Wood) and at the all through school. The provision at the standalone sites would match the proposed provision at Beaulieu. The precise level of parking provision would be agreed as part of the outline planning applications.
87	89	<b>Guiding Framework Principles. Green and Blue Infrastructure - Open Space, Play and Sport.</b>	Indoor Provision: School Site – Little reference is made to indoor sporting needs / use save for a reference in the Health and Community Facilities document, that a four court sports hall is needed. The school could also potentially offer studios, activity rooms, fitness facilities, outdoor courts etc.	The DFD text will be updated to clarify and the provision of a four court sports hall is to be delivered in the All Through School. A further multi-purpose indoor hall will be provided in the Community Centre to be delivered in Great Belsteads Village. Added in middle column on p89.	<b>Indoor Sports Provision</b>	Change made to DFD.	The DFD clarifies that an four court sports hall to meet Sport England Standards will be provided at the all through school. Provision will also be made for community fitness within the community centres and any commercial gyms accommodated within the village centres.
89	90	<b>Open space, Play and sport-productive landscapes</b>	<p>Provision should be made for formal allotments the DFD should be clear where these are located.</p> <p>Outdoor Sports Courts: School Site – Clarity is required as to what, if any, multi-purpose outdoor sports court provision is to be accommodated at the all through school site and how this might impact upon the quantity and usage patterns of those proposed at Dukes Wood Sports Hub.</p> <p>• Car Parking Study/Management Plan: School Site – Should two 3G and two grass pitches be made available at the all through school at the same time, a car parking study/management plan is recommended at the appropriate stage, especially if use coincides with indoor sports facilities being made available to the public.</p> <p><b>Parking for Great Belsteads could be partly accommodated at the Park &amp; Ride site at weekends; this requires a discussion with ECC.</b></p> <p>Specification of Facilities – CCC would wish to agree the specification of any facilities in conjunction with Sport England Design Guidance prior to adoption / future operation e.g.: sports pitches, multi-use courts, ancillary sports accommodation; it is essential that courts are flood lit.</p> <p>Dukes Wood Sports Hub – No reference is made to a pavilion / clubhouse / changing facilities / car parking at the sports hub unlike the Great Belsteads Sports Hub; such facilities are essential at sports hub sites for successful delivery and sustainability.</p> <p>Dukes Wood Sports Pitches – The largest quota of sports pitches at Dukes Wood would not be online until Phase 4 of the development, circa 2040-2044; this may strain existing sports sites in the interim. – <b>Discuss with Parks</b></p> <p>The DFD should include a table that specifies the provision of outdoor and indoor sports alongside the adopted standards (including Hanger at Hawthorn Village?)</p>	<p>The Green Infrastructure Plan on page 118 – 119 confirms 4ha of allotments and community gardens will be provided and indicative areas are shown for each Zone. The exact location will then be shown on the Parameter Plans at OPA Stage. <b>No action.</b></p> <p>To be discussed at the OPA Stage <b>No action.</b></p> <p>The detailed planning applications for each school will be prepared and submitted by ECC and will be determined by ECC. Car Parking Management is therefore outside the control of the Consortium. The Zone 2 OPA S106 will ensure the sports facilities at the All Through School Site are made available to the wider public in perpetuity. <b>No action.</b></p> <p>The specification of the Sports Facilities will be agreed at OPA Stage. <b>No action.</b></p> <p>A pavilion will be provided and the DFD Text will be updated. <b>Actioned on 90.</b></p> <p>The Great Belsteads Sports Hub will be delivered in Phase 1, the joint use Sports Facilities will be delivered in Phase 2 which will take pressure off existing sports sites. <b>No action.</b></p>	<b>Allotments</b>  <b>Outdoor Sports Courts</b>  <b>Car Parking Study</b>  <b>Sports Facilities Specification</b>  <b>Sports Pitch Pavilion</b>  <b>Formal Sports Provision - Delivery</b>  <b>Indoor &amp; Outdoor Sports Provision - Table</b>	<p>Areas are identified on the Green Infrastructure Plan.</p> <p>Discussion required between ECC and CCC.</p> <p>The DFD needs to acknowledge that a study is required to ensure issues do not arise as were experienced in the early stages of joint use provision at the Beaulieu Park School Campus. This can form part of the OPA</p> <p>Clarification noted.</p> <p>Change made to DFD.</p> <p>Discussion required with CCC Parks Services. Early delivery of Great Belsteads Sports Hub welcomed but it needs to be provided with a compliant level of sports pitch provision, a pavilion, groundsman's store and welfare facilities and car parking.</p> <p>Changes are required to the DFD.</p>	<p>Page 91 of the DFD confirms that 4 hectares of allotments and community gardens will be provided.</p> <p>A multi-use games area (MUGA) will be provided at the All Through School or Dukes Wood as set out in the DFD.</p> <p>Page 92 of the DFD indicates that a car park study and management plan will be submitted as part of the reserved matters application for the All Through School.</p> <p>The provision will comply with Sport England standards.</p> <p>A pavilion is now referenced as part of the provision for Dukes Wood.</p> <p>The formal sports provision has been the subject of extensive discussion with CCC Parks &amp; Green Spaces and officers are satisfied that the areas set aside are sufficient to accommodate the required sports provision. Detailed phasing is for discussion at outline planning</p> <p>The DFD does not propose to use the hanger for sport.</p>



			<p>Whilst the proposed outdoor sports ground based in the center of Park Farm Village and the area located west of the Dukes Wood Nature Park are of a size/scale which would allow resident clubs to flourish and be sustainable [including club base for social activities], the proposed area in Great Belsteads Village is not as it only provides 2 pitches/cricket facility. The new sports ground located east of new Hall School is also shown and whilst this to serve already establishing communities, the size, scale and facilities proposed is a good model to compare too.</p>	<p>DFD will be updated to include a detailed development spec. <b>Appendix 4 Comments noted. Pitch mix indicatively confirmed on page 90.</b></p>	<p><b>Formal Sports Provision - Pitch Provision</b></p>	<p>The inclusion of a table is welcomed, however it remains clear that the level of provision at Great Belsteads is deficient and would not support a viable club.</p>	<p>The DFD has been updated. The sports provision is now acceptable and marries with the level of provision proposed at Beaulieu.</p>
			<p>Further detail may follow, but neighbourhood equipped play facilities are not specifically referred to on the illustrative master plan. Informal outdoor youth facilities such skateboard ramps, half sized 3 a side basketball courts for informal use and kickabout spaces [informal recreational use as opposed to use for competitive sports use] are also not specifically mentioned. The distribution of these facilities need to be considered as part of the development and need to reference to the Local Plan Making Places standards and guidelines.</p>	<p>Comments noted. <b>Matter for OPAs and RMAs</b></p>	<p><b>Neighbourhood Equipped Play</b></p>	<p>The spatial implications of accommodating these facilities needs to be understood at DFD stage.</p>	<p>The DFD has been updated to show Neighbourhood Equipped Area for Play (NEAPs) and Local Equipped Areas for Play (LEAPs) on the Green Infrastructure Framework Parameter Plans. 5 NEAPs are to be provided and 10 LEAPs.</p>
			<p>The Great Belsteads and Dukes Wood sports hubs should be future proofed to ensure that they are suitably located to accommodate a floodlit AGP, regardless of whether a 3G AGP is provided initially. The location needs to have regard to planning and environmental considerations such as ecology, noise, lighting impacts.</p>	<p>Comments noted and a detailed specification will be secured at OPA Stage. <b>No action.</b></p>	<p><b>3G Provision</b></p>	<p>The siting of the 3G provision needs to be considered at DFD stage as this will need to take account of the location of existing/future residential development and ecological receptors.</p>	<p>Two 3G pitches are to be provided. One at the All Through School and one at Dukes Wood.</p>
			<p>Rugby – The proposals for rugby union may be indicative however the value of providing a single rugby pitch in the Great Belsteads sports hub is questioned; unlike other sports, rugby union is an entirely club based sport and rugby clubs do not usually use remote sites, especially single pitch sites. A financial contribution towards improving the capacity of the rugby pitches at Coronation Park, where Chelmsford RFC are based would be considered more appropriate than on-site provision being made. <b>A discussion is required with CCC Parks Services.</b></p>	<p>Comments noted. <b>Comments noted. Pitch mix indicatively confirmed on page 90.</b></p>	<p><b>Rugby Provision</b></p>	<p>Rugby pitches are no longer incorporated at Great Belsteads Sports Hub. The provision of a financial contribution still needs to be considered - ref: IDP. Discussion required with Parks Services</p>	<p>Contributions towards rugby will be addressed within the IDP.</p>
			<p>Cricket – consideration should be given to the provision of a second square at the sports hub, or at the Dukes Wood sports hub, as this would help with the all year sustainability of the sports hub. The cricket square should be supported by an artificial wicket and training nets to provide practice match and training facilities to support the natural turf square.</p>	<p>Comments noted <b>Matter for OPAs and RMAs</b></p>	<p><b>Cricket Provision</b></p>	<p>Provision is made for a cricket square at both sports hub. Provision should be made for artificial wicket and training nets.</p>	<p>The matter will be addressed within the outline planning applications.</p>
			<p>Hockey – Off site provision in the form of enhancing off-site facilities at Chelmer Park would be more appropriate than additional on-site provision.</p>		<p><b>Hockey Provision</b></p>	<p>Contribution required towards off-site provision. Discussion required with Parks Services</p>	<p>Contributions towards hockey will be addressed within the IDP.</p>
			<p>Tennis – The provision of multi-purpose courts at the Dukes Wood sports hub is welcomed however, provision for tennis should also be made in the development's main parks to encourage informal tennis. The All Through School multi-use games area should also be designed for community use; these measures would help allow the additional tennis needs (and the needs of other court based sports) generated by the earlier phases of the development to be met, given that the Dukes Wood sports hub would not be delivered until the later phases of the development. <b>A discussion is required with CCC Parks Services.</b></p>	<p>Comments noted <b>Item removed as spec confirmed was as per Beaulieu. Final mix can be agreed as part of OPAs.</b></p>	<p><b>Tennis Provision</b></p>	<p>CCC Parks had agreed that the specification for sports provision should marry with that being delivered at Beaulieu. Clarification required as to whether provision is to be accommodated within the development's main parks.</p>	<p>Page 92 confirms that the open spaces and greenways within the CGC will also include areas for informal sport.</p>
			<p>All Through School – Natural turf pitches proposed at the school for community use would need to be in addition, to the natural turf pitches proposed to meet the school's educational needs as the pitches would not have the carrying capacity for meeting educational and community needs. The outline planning applications should consider how a sports hub, shared with the all through school, would be managed as the success of the approach would be dependent on the facilities being available and suitably maintained for meeting their educational needs. The principle of the approach is welcomed however, it is requested, that this be discussed with ECC and CCC to determine whether the model can be pursued in practice. A high level options appraisal may need to be undertaken to inform this process. Should the school manage the sports hub, a formal community use agreement would be an essential requirement of any planning permission.</p>	<p>Comments noted and discussions are ongoing with ECC and CCC Sport and Recreation Team. <b>Comments noted. Pitch mix indicatively confirmed on page 90. Final mix and use to be discussed at OPA stage.</b></p>	<p><b>All Through School</b></p>	<p>Discussion required with ECC.</p>	<p>Four senior pitches will be provided at the All Through School. A 3G pitch and a MUGA are also to be provided.</p>
90	92	Waste	<p>• Mass waste collection systems, such as an underground waste system have advantages of hiding waste underground, including minimising the visual impact of bins on pavements and streets and managing odour and noise issues; they also mean many streets do not need to be designed to accommodate large collection vehicles, as they historically have needed to. Streets could be made more attractive for active modes and people and would be recommended for Walkable Neighbourhoods; such a system would need to be incorporated across CGC for the scale needed to invest in appropriate vehicles and other off-site systems, as such this is the last opportunity to pursue these advantages. The City Council should clarify its position on this matter. <b>Further discussion is required with CCC Operations Services.</b> <b>Further information is required in relation to the recycling strategy; in particular how the scheme will deliver a diversion from landfill.</b></p>	<p>Comments are noted however the specification of the waste system will meet CCC's standards, and a bespoke system is not considered appropriate or feasible. <b>No action.</b></p>	<p><b>Waste</b></p>	<p>No further action required.</p>	<p>No further action required at this stage.</p>
94	96	Energy	<p>Wider renewable energy, and innovative smart opportunities across the site, have not been designed into the masterplan i.e. not only inside and on individual buildings, but within the wider community layout.</p>	<p>Meeting set up on 3rd October with ECC, CCC, Consortium and Turley <b>No action. Pending agreement.</b></p>	<p><b>Energy</b></p>	<p>Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.</p>	<p>A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.</p>

	Objectives and principles have been amended; these are generally supported but a principle for BREEAM non- residential buildings has been removed (page 94); clarity on this is recommended.	
	Principle 6 would cover embodied carbon emissions from the quantity of private car parking spaces, which is another reason to go further in avoiding provision of on-plot parking spaces.	
<b>Energy Section - Objective</b>	<p>The objective of being 'net zero ready by 2025' should be strengthened to ensure that homes and buildings are designed and delivered as net zero from the outset of the development; it is essential to ensure that new developments are truly net zero in their operation, which is measured in terms of both carbon and energy, to keep the UK on track to meet its legally binding target of net zero by 2050 (as required by the Climate Change Act 2008).</p> <p>The DFD should contain a commitment to meeting the operational energy demands of the development through on-site renewable energy generation or, if not all demand can be met on-site, then seek to meet the residual energy demands of the development through provision of additional renewable energy installations nearby or off-site.</p>	<p>Meeting set up on 3rd October with ECC, CCC, Consortium and Turley</p> <p><b>No action. Pending agreement.</b></p>
<b>Energy Section - Guiding Principles</b>	<p>Guiding Principle 1 - the aim should be for CGC to be designed and delivered as net zero carbon from the start not by 2050. The CGC provides an opportunity to deliver net zero development at scale, this should be embraced from the outset.</p> <p>Guiding Principle 2 - The DFD should contain a commitment to prepare (and update) a net zero Energy Strategy for the site. The TCPA guidance (Section 3.3) advises that 'A robust net zero energy strategy will be central to successful energy masterplanning for a Garden City'. Section 3.4 goes on to state 'A net zero energy strategy should consider the energy demands, generation, storage, supply and management opportunities for each stage in the development process, as well as interaction with the wider energy system.'</p> <p>Guiding Principle 3 - there is now a need to design to very high standards (better than Building Regulations), particularly for air tightness (in order to achieve the energy targets included in LETI approach to net zero, and which are close to Passivhaus standards).</p> <p>Guiding Principle 4 - more could be made of this within the DFD eg: state that it will be a gas free development in the objective, and also in the Key Metrics section on page 30. The wording of this principle is that 'all electric' could open the door for inefficient resistive electric heating eg: electric panel heaters would not be appropriate in the development – they are costly and inefficient. The space heating targets set through LETI would address this issue though.</p> <p>Guiding Principle 5 - The reliance upon grid decarbonisation to achieve net zero for CGC is not supported; this approach would not keep the UK reach of its ambition to limit global temperature rise to 1.5 degrees, and it puts unnecessary strain on the grid at a time when huge demands will be made on it through the electrification of transport and heating.</p>	<p>Meeting set up on 3rd October with ECC, CCC, Consortium and Turley</p> <p><b>No action. Pending agreement.</b></p>

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			<p>New build development can, and should, meet its own energy needs on-site providing very high fabric standards are achieved.</p>	
			<p>Reference should be made to LETI guidance. New development can be energy positive and contribute to grid decarbonisation, grid efficiency and UK energy security – this is what CGC should be aiming for. The principle should be revised accordingly.</p>	
			<p>Guiding Principle 6 - The reporting and reduction of embodied carbon emissions is supported. Latest best practice should be used to guide the methodology and to set targets. Targets for reducing embodied carbon would be useful to include. Reference should be made to the LETI guidance which also signposts to UKGBC, RICS and RIBA technical advice and toolkits.</p>	
			<p>Guiding Principle 7 - The wording is too vague and with too many caveats to be meaningful; there needs to be greater clarity in the wording because if a net zero carbon development is going to be delivered, then it will require all the elements listed: highly efficient building fabric, heat pumps, renewable energy generation technology, and possibly battery storage as the market develops.</p>	
			<p>Guiding Principle 8 – The approach is supported; there need to be comprehensive handover packages for occupiers, and access to on-going support preferably too.</p>	
			<p>Guiding Principle 9 – The commitment to post occupancy monitoring of energy performance is supported.</p>	
			<p>Guiding Principle 10 - Active capacity should be provided across the development.</p>	
94/96	98	<p><b>Guiding Principle 10 – Residential On Plot and Off Plot Parking</b></p>	<p>Clarity is required as to how properties with off-plot parking can be future-proofed to add EV smart charging devices in the future. All car club vehicles should be battery electric vehicles, therefore the capacity for charging them should be provided directly not passively.</p>	<p>Meeting set up on 3rd October with ECC, CCC, Consortium and Turley</p> <p><b>No action. Pending agreement.</b></p>
95	97	<p><b>Energy</b></p>	<p>The DFD contains no specific date for the consideration of hydrogen and district heating.</p>	<p>Meeting set up on 3rd October with ECC, CCC, Consortium and Turley</p> <p><b>No action. Pending agreement.</b></p>

<b>Energy</b>	<p>Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.</p>	<p>A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.</p>
<b>Energy</b>	<p>Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.</p>	<p>A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.</p>
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<b>Energy</b>	<p>Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.</p>	<p>A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.</p>
<b>Energy</b>	<p>Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.</p>	<p>A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.</p>

		<b>Energy Section – Introductory Paragraph</b>  The commitment to be guided by best practice, such as LETI, is welcomed, however, this has not been fully reflected in the timescales and targets set out; these need to be revised accordingly.	Meeting set up on 3rd October with ECC, CCC, Consortium and Turley <b>No action. Pending agreement.</b>	<b>Energy</b>	Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.	A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.
		<b>Energy Section - 4th Paragraph</b>  The paragraph also refers to 'designing out fossil fuels where possible'; this does not reflect the guiding principle set out in page 94, and if delivering a net zero carbon is a serious ambition then there must be a clear commitment to making CGC a gas free development. The paragraph should be revised accordingly.	Meeting set up on 3rd October with ECC, CCC, Consortium and Turley <b>No action. Pending agreement.</b>	<b>Energy</b>	Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.	A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.
		<b>Energy Section - 5th Paragraph</b>  The paragraph should be revised to refer, and reflect, the LETI guidance; in addition, the wording 'where possible' should be removed from the last sentence in relation to the supply of low carbon heating and hot water; if this is to be a net zero carbon development then low carbon heating and hot water is not optional.	Meeting set up on 3rd October with ECC, CCC, Consortium and Turley <b>No action. Pending agreement.</b>	<b>Energy</b>	Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.	A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.
		<b>Energy Section – 8th &amp; 9th Paragraphs</b>  It is considered that the specific targets, and the timescales, need to be revisited to deliver a net zero carbon exemplar development which reflects the latest best practice and thinking.	Meeting set up on 3rd October with ECC, CCC, Consortium and Turley <b>No action. Pending agreement.</b>	<b>Energy</b>	Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.	A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.
		The development needs to aim for these standards from the outset, not delay to 2030 and 2040. A clear commitment needs to be made to make CGC an exemplar development that delivers net zero (using a robust definition, such as LETI) at scale; there will be much learning and skill development needed along the way to deliver it in practice, but the commitment needs to be made from the outset to aim for these standards. A commitment would also help stimulate the supply chain and skills training, by providing certainty.		<b>Energy</b>	Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.	A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.
96	98	<b>Energy Section 1st Paragraph</b>  Low carbon heating – The first sentence needs to have greater clarity. A clear commitment to using heat pumps to provide low carbon energy efficient heating in the early phases should be stated. The wording needs to say 'will' not 'should', and the caveats 'where practical, feasible and viable' removed. Passing reference is made to the possible consideration of district heating; to be successfully implemented, district heating scheme needs to be designed and planned for at the earliest possible stage of the development. Early consideration of district heating opportunities is encouraged. The BEIS heat network development unit may be able to help with this.	Meeting set up on 3rd October with ECC, CCC, Consortium and Turley <b>No action. Pending agreement.</b>	<b>Energy</b>	Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.	A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.
96	98	<b>Energy Section 2nd &amp; 3rd Paragraphs</b>  Renewable energy generation and energy storage – The wording needs to be firmed up – eg: it should state battery storage will be considered, rather than 'may'. Similarly with exploring opportunities for renewables it states 'may be explored' – this should be rephrased to 'will be explored'.	Meeting set up on 3rd October with ECC, CCC, Consortium and Turley <b>No action. Pending agreement.</b>	<b>Energy</b>	Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.	A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.
		A commitment should be made to maximise renewable energy opportunities on residential and non-residential buildings and, where appropriate, within the wider site; this will support wider energy system objectives (grid decarbonisation, efficient and resilient grid), and the Essex Climate Commission target for Essex renewables to meet all the county needs by 2040. A decision to make best use of buildings for renewable energy generation, will mean that less greenfield renewables are required in Essex.		<b>Energy</b>	Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.	A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.
		A target to ensure the amount of renewable energy generated on-site is equal to, or preferably exceeds, the average annual energy demand of the site is encouraged; this would really demonstrate an exemplar development.		<b>Energy</b>	Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.	A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.



		<b>Energy Section – 5th Paragraph</b>	<p>The wording should be firmed up, so that 'should be considered' is replaced with 'will be considered'.</p>	<p>Agree and DFD text will be updated <b>Updated</b></p>	<b>Energy</b>	<p>Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.</p>	<p>A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.</p>
		<b>Energy Section – 6th, 7th &amp; 8th Paragraphs</b>	<p>The DFD should include further information on EV charging for on and off plot parking, and at mobility hubs (note tertiary also referred to here).</p>	<p>Meeting set up on 3rd October with ECC, CCC, Consortium and Turley <b>No action. Pending agreement. Tertiary to be removed.</b></p>	<b>Energy</b>	<p>Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.</p>	<p>A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.</p>
		<b>Mobility Hubs – Rapid Charge Points</b>	<p>Concentrating rapid charge points only at the Park Farm Village primary mobility hub means that none would be made available until Phase 3 (2035-2039); this is far too late and should not be accepted. The Great Belsteads hub should have some rapid charger provision for residents' benefit at the very least.</p>	<p>Meeting set up on 3rd October with ECC, CCC, Consortium and Turley <b>No action. Pending agreement.</b></p>	<b>Energy</b>	<p>Meeting arranged between CCC, ECC, Consortium and Turley on 03.11; this remains a key issue.</p>	<p>A Carbon Framework has now been agreed which sets out an ambitious pathway to achieving a net zero carbon development. The timescale for the implementation of higher sustainable design and construction targets over the lifetime of the Garden Community has been the subject of a number of meetings between the Consortium and CCC and ECC officers, including specialist advice from the County and its appointed consultant.</p>
102-104	106	<b>Health and Community Infrastructure</b>	<p>Stronger reference should be made to outdoor spaces for preventative health care, allocation of space for non-traditional health measures such as community gardens, allotments</p>	<p>DFD will be updated to include reference to healthy communities. Reference added at para 3. Not considered critical to DFD.</p>	<b>Health and Community</b>	<p>Minor reference added to DFD.</p>	<p>Page 108 - Point 7 references the benefits of open space in supporting healthy communities.</p>
104	106	<b>Health and Social Infrastructure</b>	<p>There are limited references to arts and culture throughout the DFD. – Require an overarching public art strategy that could include but not limited to building designs, bridges, trails and routes.</p>	<p>DFD to be updated by BMD to add paragraph regarding public art <b>Public art referenced throughout document. Strategy is a matter for OPAs and Design Codes</b></p>	<b>Public Art</b>	<p>The DFD must acknowledge the importance of public art and provide a commitment to developing a strategy as part of each of the outline planning applications.</p>	<p>A section relating to public art has been added to the DFD on page 110; it is also referenced further throughout the document.</p>
		<p>Indoor Sports Provision Sports Hall – The DFD refers to the masterplan being informed by Sport England's Sports Facility Calculator, with the suggestion that a four court sports hall be provided. Clarity is required as to where the sports hall would be accommodated on site; the obvious opportunity is as part of the All Through School as the school will require access to a sports hall. The option would only be acceptable were the sports hall designed as a community sports hall in accordance with Sport England's design guidance rather than a school sports hall being provided in response to DfE guidance. A community four court sports hall has different dimensions to a school sports hall and different ancillary facility requirements. Community access would also need to be secured. – Discuss with Parks and Leisure</p>	<p>Comments are noted and DFD text will be updated following review with Quod and Fabric and additional meetings with CCC's Sport and Recreation Team. <b>Hall at ATS confirmed. Final details to be established at OPA.</b></p>	<b>Indoor Sports Provision</b>	<p>To be provided at the All Through School.</p>	<p>The DFD clarifies that a four court sports hall to meet Sport England Standards will be provided at the All Through School; there will also be other opportunities for community fitness in the community halls and any commercial gyms within the village centres.</p>	
		<p>Indoor Sports Facilities – No reference is made to how other indoor sports facility needs generated by the development would be met eg: swimming pools, health and fitness suites (gyms) and activity studios. The capacity of existing off-site facilities could be enhanced to address additional needs. Sport England's established Sport Facilities Calculator can help to provide an indication of the likely demand that will be generated by a development for certain facility types. The SFC indicates that a population of 13,300 (based on the estimated population referenced on page 103 of the Development Framework Document) in Chelmsford City will generate a demand for 0.95 sports halls (£2,445,018), 0.68 swimming pools (£2,678,390) and 0.21 rinks of an indoor bowls centres (£83,254). Detailed calculations are provided within a word document appended to the consultation response.</p>	<p><b>Matter for IDP, not DFD.</b></p>	<b>Indoor Sports Provision</b>	<p>Matter for the IDP.</p>	<p>The matter will be addressed within the IDP.</p>	
		<p>Swimming Pool Provision – The development would generate demand equivalent to 0.68 swimming pools which is a substantial proportion of a new facility. Given the scale of the additional demand, there would be concerns over whether the existing swimming pools in Chelmsford would have sufficient capacity, to accommodate this scale of demand, together with demand from other planned major developments. The Council's Indoor/Built Sports Facility Strategy was prepared over 6 years ago and would not account for changes in demand in the intervening period, or the major change in supply associated with the recent redevelopment of the Council's Riverside Leisure Centre, which provides the principal community swimming pool in Chelmsford. CCC is requested to review swimming pool needs in Chelmsford to assess whether existing swimming pools would have the capacity to accommodate the additional demand associated with this development together with the other major developments planned in the Local Plan. One option would be the provision of a conventional sized swimming pool in the development, that could be part funded by other smaller major developments, while another option would be a neighbourhood sized swimming pool. Sport England and Swim England have recently published details of a Leisure Local concept to assist in this regard; details have been attached to the consultation response. <b>A discussion is required with CCC Leisure Services.</b></p>	<p><b>Matter for OPA's. Discussion too late in process for DFD.</b></p>	<b>Indoor Sports Provision</b>	<p>Accept that it is unreasonable to include in the CGC.</p>	<p>The issue is not a matter for the DFD.</p>	
		<p>Fitness Provision - A development of this scale would also justify on-site health &amp; fitness (gyms) and activity studio provision; provision could be accommodated as a dual use facility on the All Through School site, or through a separate leisure or community facility (such as the Leisure Local concept).</p>	<p><b>Gyms are class E and therefore would be considered commercial. Final layout of ATS to be reviewed at OPA and RMA stage.</b></p>	<b>Gym Provision</b>	<p>Accept that it is Class E so will form part of the OPA discussions.</p>	<p>The DFD clarifies that a four court sports hall to meet Sport England Standards will be provided at the all through school; there will also be other opportunities for community fitness in the community centres and any commercial gyms within village centres.</p>	
		<p>Indoor Facility Needs – Some indoor facility needs can be met in part through multi-purpose community facilities such as community halls, places of worship and pavilions. Sport England's Village and Community Halls design guidance may be helpful in this regard.</p>	<p><b>Confirmed at 106 that halls to include sports where appropriate.</b></p>	<b>Indoor Sports Provision</b>	<p>DFD updated; no further action required.</p>	<p>The DFD clarifies that an four court sports hall to meet Sport England Standards will be provided at the all through school; there will also be other opportunities for community fitness in the community centres and any commercial gyms within village centres.</p>	

106	108	<b>Guiding Principles</b>	The Guiding Principles are all good principles, but omit some key elements (highlighted below): 1.Address the educational needs of all children living in the Garden Community, including those with additional and/or special needs. 2.Facilitate new schools in a timely manner, that support high quality learning, inclusivity and integration with the wider community. 3.Set schools in locations that make active travel the most attractive mode of transport; minimise school run traffic and enable school buildings to face onto high quality traffic free public realm. 4.Deliver a sustainable built and natural environment around each school that enhances learning, health and well-being. 5.Support life-long learning, community use and local sports clubs through spaces that can be hired outside of school hours.	DFD text will be updated to incorporate these proposed changes. <b>Text updated. Some overlapping proposals removed.</b>	<b>Education Principles</b>	The changes do not fully meet our required changes with regards Point 2.	The first point of the guiding principles on page 112 has been amended to include the word integrated; this is acceptable.
		<b>Education Strategy</b>	The new school central to the masterplan close by the main heart of the garden village should not follow the typical typology of educational buildings that are closed off to their surroundings. The project should consider an exemplar school design starting from first principles for a future garden village; there is potential for a more permeable school site that integrates with the wider movement network, local landscape features, and provides a local community function rather than creating severance, separating housing areas; this will ensure that the school integrates into the townscape and environmental character while pushing for more innovative design.	Meeting took place with ECC on 14th September and a further meeting will take place on 26th September. ECC will deliver the All Through School however ECC's Education Site Suitability Checklist specifically states that School Sites should not be "crossed by any public rights of way or access wayleaves The Education GFS on Pages 106 to 108 confirm each OPA will be accompanied by a Land Compliance Study. <b>No action. OPA and RMA to determine final layout.</b>	<b>Education Principles</b>	Discussions ongoing with Consortium, ECC and CCC.	The positioning and level platform in relation to the All Through School is considered acceptable.
106-107	109	<b>Guiding Principles &amp; Objectives</b>	An objective should be included that caters for the education and training (skills) of post-16 adults, who would form a substantial population of the Garden Community.	Financial Contributions towards 6th form and offsite specialist provision is included in the IDP. <b>No action.</b>	<b>Over 16's Education</b>	No commitment in the DFD to addressing this matter. ECC to confirm whether contribution is sufficient, or if on site provision is required.	A contribution to education and training of over 16's will be included in the IDP; this is confirmed on page 113 of the DFD.
108	110	<b>Locational requirements</b>	Proximity to public transport is not a priority for the stand-alone primary school sites, as safe direct walking and cycling routes and the 800-metre target should ensure no-one needs to catch a bus to these schools.	The Active Travel Route Plan will be updated and included in the DFD. <b>Within movement section.</b>	<b>Active Travel</b>	DFD updated to state that schools within 800m of homes but this is only 'where possible', which is not acceptable; the matter forms part of the wider discussion regarding the location of village centres; CCC to discuss with ECC.	The local centre locations are not proposed to be amended and therefore 'where possible' allows for the possibility a small percentage of edge houses will not be within 800m.
111	112	<b>Employment strategy</b>	<ul style="list-style-type: none"> <li>*No requirement is included for the delivery of the first phase of business accommodation in each employment area to be tied to occupation of housing.</li> <li>*No requirement is included for residential design and layouts to provide flexible and adaptable spaces to support homeworking, or how this would be determined in planning decisions.</li> <li>*No references are made to training / lifelong learning, working with existing skills and training providers, knowledge transfer, supporting supply chains / international trade, or boosting economic productivity</li> <li>*The CGC relates to the whole area including Beaulieu and Channels and not just the Local Plan allocation area. Employment is not being fully integrated with the Business Park close to the station (Beaulieu Exchange) and the whole offer needs to be fully integrated. CCC have not been provided with a copy of the Savills report on the proposals for Beaulieu Exchange and this needs to be considered alongside the wider CGC offer. A wider Employment Strategy for the CGC should be developed linking this all together and making the connections on the softer side of employment growth, including the skills agenda for example, and the opportunities that the CGC presents. The village centres also play an important role in the future of employment and this needs to be developed further within a wider CGC employment strategy.</li> </ul>	Comments are noted and DFD text will be updated where appropriate and include reference to flexible home working and co-working spaces. <b>No update. Matters of delivery, obligations and detailed design are subject to OPA's.</b> <b>Work on employment ongoing and report (not yet complete) to be discussed as part of future focus meeting.</b>	<b>Employment</b>	Work is still ongoing with regard to delivery. Further discussion required.	Further consideration will be given to the phasing of employment as part of the outline planning applications. Homeworking design is a matter for the outline planning applications and the Site Wide Design Principles Document. Training is a matter for the outline planning applications and will require further input from CCC / ECC on any policy requirements. The Employment Strategy is to be developed further as part of the outline planning applications due to need for further evidence base work and trend shifts over time.
112-113	115	<b>Guiding Framework Principles – Stewardship</b>	<ul style="list-style-type: none"> <li>*The scope, scale, and structure of the stewardship body should be formulated in collaboration with CCC and ECC. Early and meaningful engagement will be essential to make sure future stewardship arrangements meet the needs and aspirations of all parties. Concerns are raised with the proposed reliance on service charges to fund stewardship activities. Service charges may be a necessary component of financing, however, they should constitute only a part of a varied blend of capital and revenue-generating assets that the stewardship body has at its disposal; this aspect underlines the importance of formulating stewardship arrangements in collaboration with the Councils.</li> <li>*The text introduces confusion as to whether one stewardship body or multiple are proposed (e.g. bullet 1 v 8). Bullet 8 appears to be largely covered by others.</li> <li>*Consider the potential for income generating assets' should be a standalone principle.</li> <li>*Community Led Housing – Given the supposed ethos and focus on stewardship, it is disappointing that the document does not reference this type of housing. The stewardship section has a very narrow focus on what the group will consist of and how it will tackle open space.</li> <li>*The masterplan must be flexible enough to include temporary and meanwhile recreational spaces within the green infrastructure, with options such as temporary sports pitches and opportunities for communal areas within open public zones to ensure the amenity, connectivity and desirability of the place is maximised at every stage.</li> <li>*Community growing must be a key deliverable of the masterplan. A vibrant circular economy is an important aim which will promote the strength of the future community, by encouraging people to co-habit and live together within a special Garden Community. Opportunities exist for private/public growing spaces that require more emphasis within the landscape strategies of the scheme. The masterplan stewardship should set out the governance and processes that will best promote local economy.</li> <li>*The re-use of the old farmstead buildings should be explored as they are appropriate for land management functions. The plan would require a commercial working 'farm' or organisation which undertakes the land stewardship including harvesting and the point of sale for local produce to the wider community.</li> <li>*Increased commentary should be added regarding playable spaces within the open space strategies moving forwards, not just within large open spaces but also how recreational and leisure spaces are connecting people with their homes.</li> <li>*An exemplar approach is encouraged to ensure no use of imported soil. Additionally, the opportunity not to use topsoil but working with existing sub soils to provide a growing medium for the landscaped areas should be explored.</li> <li>*Several statements within the DFD appear to be rather vague and may lack teeth to achieve results</li> </ul>	Comments are noted and the DFD text will be reviewed by the Consortium and updated accordingly. <b>Not yet updated. Matters of stewardship subject to ongoing discussions.</b>	<b>Stewardship</b>	The matter is not yet resolved; consultants report awaited.	Reference added for: "1. One stewardship body across the CGC. 2. Promoting community led and high levels of community participation and engagement. 3. Appropriately costed and capped service charges (subject to democratic changes). 4. The Body being a not for profit entity. 5. The inclusion of income producing assets. " Officers commissioned a stewardship report and are currently considering its content. Further discussion will be required with the Development Consortium ahead of the finalisation of the DFD for approval at Cabinet.



117	119	Access Parameter Plan	<ul style="list-style-type: none"> <li>•The Masterplan and Access Parameter plan(s) should clearly show the pedestrian and cyclist accesses connecting directly with the external network, as well as the Vehicle Access Points.</li> <li>•Two 'indicative bridge locations' are shown across CNEB, no such locations are shown across ERW; it is anticipated that failure to provide grade separated crossing(s) of ERW will not be acceptable.</li> <li>•The assumption is that there is no third-party land between Channels and the site to the east and that the red and blue lines should abut.</li> <li>•The Plan does not note a comprehensive cycle network. The Key only shows 'Primary Streets' and 'Primary Bus Routes' in relation to movement; this should be corrected.</li> </ul>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Accesses updated.</b></p> <p><b>Bridges updated.</b></p> <p><b>Lines updated.</b></p> <p><b>Plans is for land use and access, not active travel.</b></p>	Access Parameter Plan	Plan has been updated but requires key to be added to cover arrows of the bridges.	The plan has been updated to bridge arrows in the key.
117	119	Drawing – Land Use and Access Plan	<ul style="list-style-type: none"> <li>•The lake is shown far too small, but it is unclear at what stage this drawing is aimed at, however it appears to be at the end stage.</li> <li>•The area of residential development to the south-west of Pratts Farm Lane at the edge of the discovery park is not supported. A density plan is recommended.</li> </ul>	<p>During the consultation process CCC requested that it was preferable not to be too specific about the size of the lake or the time it will take to fill. There are numerous variables and the exact size and time to fill it are unknown at this stage and therefore we cannot state this in the DFD as it may be misleading. An indicative density plan is included on page 139</p> <p><b>No action.</b></p>	Lake	No action has been taken with regard to the size of the lake or how it is filled. Appreciate exacts are unknown, but need to gauge a rough size and approximate period of time (perhaps by 5-year intervals) to anticipate how the lake may be able to serve/be utilised by the future community.	Page 20 of the DFD confirms that following extraction, the area proposed to accommodate Dukes Wood Nature Park, would be left with a large extraction area of lower ground; this will fill with water and become the lake over a period of approximately 20 years.
119	121	GI Parameter Plan	<ul style="list-style-type: none"> <li>•An understanding as to how severance would be overcome/ mitigated both within the road and with the surrounding area would be welcomed.</li> </ul>	<p>Comments are noted</p> <p><b>Matter for OPA and detailed designs in RMA and Design Code.</b></p>	Parameter Plan	Matter for OPA.	The matter will be addressed as part of the outline planning applications.
123	125	Character Areas - Park Farm Village	<ul style="list-style-type: none"> <li>•The grey rectangular area to the north of the school site is presumed to be a car park. The design rationale for this should be explained, noting advice under Education Strategy above.</li> <li>•Having regard to the size of the school site, a walking and cycling route along the external side of the west boundary of the school (as shown on the Illustrative Masterplan) is warranted and should be shown on the Illustrative Plan of the Village Centre.</li> <li>•The plan further demonstrates how disconnected to residential parcels and orientated toward vehicular access the "village centre" is; it should be relocated, along with the school buildings, further south.</li> <li>•Noting the illustrative nature of the plan, the alignment of the north-south 'pedestrian and cycle boulevard with the ongoing route southward (to the east of (6) Park Farm Community hub) is disjointed; it should be a direct cross-path like that to the south of (5).</li> <li>•The illustrative plan does not marry with the masterplan on page 55 and the inset plan also shows a different layout.</li> </ul>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Plans are indicative. Further detail for OPAs.</b></p>	Character Area	Agreed. Further details to be provided and outstanding matters to be resolved at OPA stage.	The precise details of the character area will be determined at outline planning application stage.
125	127	Great Belsteads	<ul style="list-style-type: none"> <li>•Several hundred residential properties, most of which will have private parking, are located to the east of the centre; therefore, all their vehicular trips generated by them have to pass through the Village centre which will inevitably reduce the attractiveness of it for pedestrians, regardless of any 'landscape buffer'. The difficulty in making a truly pedestrian friendly and still trafficked square should not be underestimated. A more successful place is likely by avoiding this scenario and relocating the village centre to the east.</li> <li>•The location of the bridge over Essex Regiment Way is missing.</li> <li>•The Park &amp; Ride terminal is a significant walk to the south, as such it should not make a major difference for the Mobility Hub to be to the east of (14) traffic calmed public square, where it would be more accessible to more people.</li> </ul>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Plans are indicative. Further detail for OPAs.</b></p> <p><b>Bridge added</b></p>	Character Area	Bridge over ERW has been added but a label is needed to indicate its provision.	A label has been added to the plan on page 133 to show the pedestrian bridge.
125	127	Great Belsteads Village	<ul style="list-style-type: none"> <li>•The primary school should not be located adjacent to the main spine road/primary route; such a location is likely to attract drop off by car and the road represents a barrier to the creation of an attractive active travel route from homes to the south. The following would address these concerns: <ul style="list-style-type: none"> <li>(i)Move the school directly to the north of its current location on the opposite side of the greenway.</li> <li>(ii)Move the residential block to the current location of the school.</li> <li>(iii)The village centre and school would still have a close relationship similar to the all-through school and Park Farm Village centre.</li> <li>(iv)The school would have a safer and healthier setting in line with ECC policy and guidance.</li> </ul> </li> </ul>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Plans are indicative. Further detail for OPAs.</b></p>	Great Belsteads	Plans are indicative and can be dealt with via OPA's.	The matters will be resolved at outline planning application stage.
126	128	Great Belsteads Village – Village Centre Primary Street Plan	<ul style="list-style-type: none"> <li>•The new plan shows details of what appears to be a proposed bridge ramp and a 4th arm to the ERW access roundabout on the west side of Essex Regiment Way; this is outside of the land within the control of the Developer Consortium. No assurance can be given at this stage that either could be accepted. Clarification is required.</li> <li>•One of the buildings at (2) cuts the greenway to the north.</li> <li>•The plan shows the 'Village Square' (5) as the one through which every vehicle trip generated from the housing to the east and south of the village will pass through and not the one identified on the previous page that would front the school building; it is suggested that the removal of the block between them could make for a more substantial, statement place with room for the mobility hub.</li> <li>•Having regard to the likely vehicle movement that will be generated, a successful shared surface street (2) is highly unlikely to be achieved here. Evidence from real examples should be provided to show its feasibility or the proposal should be revised.</li> <li>•The area reserved for the Park and Ride site expansion is not clearly shown on this plan.</li> <li>•Concerns are raised about the introduction of a five arm roundabout after the entrance/exit to the Park and Ride both from functionality and the message that this sends at the entrance of a garden village where the aim is to reduce vehicle movements.</li> </ul>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Plans are indicative. Further detail for OPAs.</b></p> <p><b>Greenway cutting building updated.</b></p>	Great Belsteads Village	Agreed. Further details to be provided and outstanding matters to be resolved at OPA stage.	The matters will be resolved at outline planning application stage.

128	130	<b>Character Area - Hawthorn Village</b>	<ul style="list-style-type: none"> <li>•Work should be undertaken to explore whether the remaining WWII airfield can form part of the setting to the retained aircraft hanger.</li> <li>•No information on the specific nature of the commercial and community use within the hanger has been provided.</li> </ul>	<b>Plans are indicative. Further detail for OPAs</b>	<b>Hanger</b>	Reference to Hangar is included within the DFD with the notion that it is to be repurposed for commercial uses. Accept that exact details of uses will come further into OPA stage.	Use of the hanger will be agreed at outline planning application stage.
131	133	<b>Channels Village Extension</b>	<ul style="list-style-type: none"> <li>•The label 'Village Centre' is inconsistent with the other villages, as it does not appear it will have the range of facilities and not meet the 'Power of 10' concept. The employment hub could potentially become such a place as it is on a bus route.</li> <li>•The dominant primary street would provide vehicular access directly from the RDR; however, if it is not to be provided until Phase 3, is it necessary to the south of the vehicle entrance from Channels (6) for general vehicular traffic from the Channels Village Extension.</li> <li>•Domsey Lane could be changed to an active travel route, to the west of the primary street (subject to consultation and necessary procedures).</li> <li>•The Greenway to Park Farm (4) would appear to be next to an access street (of unclear connection to the Primary Street), which could dominate the Greenway; as a matter of detail, the footway/cycletrack along the east side of the Primary Street deviates away from the Primary Street at the Greenway. The consequence would be pedestrians and cyclists having a less direct route compared to vehicles. It should not be like this without overriding reasons. A discussion is required between CCC and ECC.</li> <li>•Given there is a bus gate, there may be scope for cyclists to share carriageway to the north of the primary street as shown, subject to detailed design. A discussion is required between CCC and ECC.</li> <li>•The greenways which permeate the site and link the heritage assets are a strong concept which use historic landscape features to provide a landscape setting between the historic farmsteads. The greenway between Park Farm and Channels is important in giving a landscape link but is too minimal, as is that between Peverels and Powers. Historic landscape features, including hedgerows appear to be retained in the greenways, but there are some areas where they would be removed, particularly in the western part of the site. Treatment of the active travel routes between the farmsteads needs careful consideration.</li> <li>•The orchard between Channel and Belsteads should be retained. Car parking needs to be integrated into the landscaping.</li> <li>•The historic lanes within the site are an important feature; it is unclear from the proposals how their rural character will be maintained and the built form used to reinforce character. The historic lane towards Park Farm from Channels Drive should be defined within the layout.</li> </ul>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Plans are indicative. Further detail for OPAs.</b></p> <p><b>Label updated.</b></p>	<b>Channels Village</b>	The label has been updated. Unclear what text has been updated, confirmation is required.	The labels on the key on page 137 have been updated.
132/133	135	<b>Willow Hill</b>	<ul style="list-style-type: none"> <li>•Clarification is required as to how the newly inserted residential block(s) to the north of the primary school would be accessed; this must not detract from the traffic free village square (1).</li> <li>•Cycle tracks will be needed from the RDR2, south along the primary street due to traffic. The ones either side of the RDR2 terminate abruptly and are not shown separated from the carriageway by verges of generous width as they should be. A discussion is required between CCC and ECC.</li> <li>•The Illustrative Plan shows CNEB Phase 1 but omits the pedestrian and cyclist bridge over the CNEB, which according to the masterplan would be at the bottom of the plan.</li> </ul>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Plans are indicative. Further detail for OPAs</b></p>	<b>Willow Hill</b>	Plans are indicative and the detail will be examined at OPA stage.	No further information is required at this stage.
133	135	<b>Willow Hill Village</b>	<ul style="list-style-type: none"> <li>•The proximity of RDR2 to the school remains a significant concern despite some buffer buildings; there is also a primary street to the north. Noise and air quality are likely issues with this location. The following is recommended to overcome the concern: <ul style="list-style-type: none"> <li>(i)Move the school site south of its current location.</li> <li>(ii)Move the residential block currently proposed to the south of the school, to the north so it is situated between the school and RDR2.</li> <li>(iii)The village centre and school would still have a close relationship.</li> <li>(iv)The residential block would form an important barrier between the school and the road and improve its setting in line with ECC policy and guidance.</li> </ul> </li> <li>•Residential buildings form a buffer between the school and RDR2, however, this should be reflected on all other plans including the illustrative masterplan (page 55), land use and access plan (page 117).</li> </ul>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Plans are indicative. Further detail for OPAs.</b></p>	<b>Willow Hill</b>	Plans are indicative and the detail will be examined at OPA stage.	No further information is required at this stage.
134	136	<b>Willow Hill Employment Hub</b>	<ul style="list-style-type: none"> <li>•The promotion of parking to the front of the buildings sends a poor message, encouraging people to drive to the hub. Drivers should feel that using active modes or bus services are more attractive at the trip end by having to walk further to access the buildings.</li> <li>•Car parking and servicing may be better between warehouses and be broken up with landscaping. Employment space should still be design in response to urban design principles such as active frontages.</li> <li>•The key implies traffic calming will apply to RDR2, which will not be the case; however, the text states that this will apply to access roads and parking areas, which is appropriate.</li> <li>•Clarity is required as to how the employment site would be accessed off RDR2 (page 134).</li> <li>•A pedestrian crossing of RDR2 between Willow Hill Centre and the employment hub is referred to (page 134) but is not shown on land use and access plan (page 117).</li> <li>•The proximity of built form adjacent to Peverels, Channels and Wheelers Hills/Cranham Road is of concern (P134); it is important that adequate breathing space is provided to reflect the rural setting and mitigate the impacts. Development beyond RDR2 is not justified and the mitigation measures proposed are inadequate; it erodes the applicant's concept of a settlement wrapped in landscape and is severed from the main community. The area is very sensitive due to the close proximity to heritage assets. The definition of the two of the phases of the former deer park pale and north ride from New Hall is welcomed.</li> <li>•Some variation in density across the site is delivered, with the highest densities at neighbourhood centres, however, there is an opportunity to use density to define local character and mitigate heritage impacts. The development is largely of uniform density; there is an opportunity to have landscape led development within the inner deer park and in other sensitive areas to give a sense of landscape setting. The high ground in the northeast portion of the site is sensitive in views from Little Waltham and in the setting of the adjacent heritage assets, this area should have a lower density.</li> </ul>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Plans are indicative. Further detail for OPAs.</b></p>	<b>Willow Hill Employment Hub</b>	Unclear what text has been updated, please confirm.	The plan (page 140) showing the traffic calming around the employment hub has been updated.



136/7	139	Innovation Hub	<p>*General access from the Pratts Lane Roundabout is not supported in principle. The arrangement shown would detract from the P&amp;R users experience and potentially have safety concerns.</p> <p>*The existing footpath is shown on the Illustrative Masterplan linking through the Innovation Hub. The four active travel links to Essex Regiment Way shown on the Illustrative Plan would all need to have appropriate crossing facilities, if they were to connect directly with the path on the west side of ERW; so many crossings would unacceptably impact traffic, notably buses, on Essex Regiment Way. Alternatively, a footway/ cycletrack on the eastern side would also be needed to consolidate the crossings; there is no apparent transport need for the southern (1st) and 3rd paths.</p> <p>A discussion is required between CCC and ECC regarding the position of the crossings.</p> <p>*Access by active modes to Regiment business park to the south should be facilitated from the north.</p> <p>*The network of paths in Channels Discovery Park could be consolidated but must maintain a comprehensive, attractive network appropriate for walking and wheeling.</p>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Plans are indicative. Further detail for OPAs.</b></p>	Innovation Hub	Unclear what text has been updated, please confirm.	The plan is indicative at this stage. A detailed plan will be provided as part of the outline planning application.
138/139	141	Density	<p>*Four density bands are delivered, not three as stated. Housing density is a site wide subject warranting its own chapter and parameter plan; this should be related to accessibility on foot, cycle and bus.</p> <p>*Moving the Village Centres to more central locations within each village area should enable more complete rings of higher densities (like Hawthorn Village as shown on the Heat Map).</p>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>4 bands shown.</b></p> <p><b>Location subject to OPA discussions and DRD.</b></p>	Density	Amended to show 4 bands as requested. Further response re updated density plan to be provided by CCC.	The DFD has been updated to show four density bands.
140	142	Key Boundary frontages	<p>*B – The frontage should be extended to the north of the Willow Hill Primary School to reflect the presence of a residential block between the school and RDR2 as per the illustrative plan (page 133). A landscaped buffer is referred to but an indication of depth as per other frontages would be helpful. Unlike other frontages, the width of the landscape buffer (B) is not stated. 3m verges on each side of RDR2 will need to be more generous in places depending on tree species proposed (if any is agreeable with Essex Highways for safety, lighting and operational reasons).</p> <p>A discussion is required between CCC and ECC regarding the approach to the RDR.</p> <p>*C – The proposed primary street to the east of Domsey Lane would be inconsistent with the screening and connection of wildlife corridors objectives.</p> <p>*E – A broad buffer of 20m is referred to. Clarity on whether this would remain 20m upon dualling of CNEB would be welcomed.</p> <p>*I – The illustrative plan on page 137 indicates that buildings will be set back to retain the existing trees and hedgerows along Essex Regiment Way with parking in-between. Reference to this retained buffer and an indication of depth would be welcomed. Further this does not show the proposed 30m landscaped buffer between Great Belstead Primary School and the primary street.</p> <p>*The building density parameter plan shows medium density housing closest to the Little Waltham Conservation Area and the registered park and garden at New Hall school. If the density were dropped to lower density around heritage assets, this could assist with the feel of some of their more historically rural setting.</p>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p>Frontage extended.</p> <p><b>As per the image, the 20m is based on dualling.</b></p> <p><b>Plans are indicative. Further detail for OPAs</b></p>	Key Boundaries	Frontages have been extended and plans updated; no further action required.	The page is now referenced as illustrative boundary frontages. The frontage to the northern RDR has been extended.
142	144	Heritage interventions	<p>*The language throughout the document is not strong enough to ensure deliver of key mitigation measures, for instance page 142 incorporates greening where possible, there are similar caveats throughout the document; it is essential the principles within the document are strong enough to ensure delivery.</p> <p>*The extent of the historic woodland appears to be taken from the 1874 OS plan; it would be more appropriate to use the 1799 map as this reflects the earlier extent prior to the beginning of the removal of the woodlands. The document is very two dimensional. 3d modelling should be used to show levels across the site.</p>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>The OPAs have full power to ensure delivery as required.</b></p> <p><b>3D modelling is not appropriate for the DFD illustrative details.</b></p>	Heritage	Wording remains weak; unclear why 3D images cannot be used.	The heritage intervention plan has been moved to page 81. Information on pages 156 and 157 is considered acceptable information at this stage.
143	145	Street Typology	<p>*Manual for Streets recommends 3.6.21 'Street character types set out not only the basic parameters of streets, such as carriageway and footway widths, but also the street's relationship to buildings and the private realm, and other important details, such as parking arrangements, street trees, planting and lighting'; these important elements above have not been incorporated adequately or acceptably. Provision for direct access to properties where necessary and accommodating utilities and drainage are other street functions to consider. Design codes are recommended for the level of detail required for this in due course.</p> <p>*The limited approach taken here to defining streets further is appropriate at this stage; it is noted that only illustrative Primary Street concepts are shown and that detailed primary, secondary and tertiary street typologies are proposed to be developed as part of each OPA. No agreement to the details shown is therefore provided by the highway authority now, although there is clearly potential in the future.</p> <p>A discussion is required between CCC and ECC regarding the street typologies to be defined at this stage.</p> <p>*Further visual exercises, such as producing vignettes of the housing communities and local centres are encouraged; this will help to provide some meaning to the blocks of development and start to realise the key design and aesthetic aims that make up the distinctive and 'Place' goals of the Garden Village.</p> <p>*Potential exists to utilise the already excavated zones required for mining operations within the emerging proposals. Potential usages of this space are wide ranging, and could include basement car parking, refuse collection and landscaping; these level changes require further study and should examine the potential to save costs by eliminating unnecessary backfill, as well as reduce carbon emissions by reducing earthworks.</p>	<p>Comments are noted and the DFD and Evidence Base Documents will be updated as necessary following ongoing discussions between Mayer Brown, TPA and ECC.</p> <p><b>Section expanded with additional typology information. Further discussions can be had at OPA stage.</b></p>	Street Typology	Street typologies provided on page 147. CCC to review.	Specific details in relation to path materials will be addressed as part of the Site Wide Design Principles Document.
144	148	Landscape character areas	<p>*Self-binding gravel will not be acceptable for any paths to be adopted by Essex highways; they will need to have a bound surface.</p>	<p>Comments noted</p> <p><b>Further detail for OPAs.</b></p> <p><b>Site Wide Design Principles Document to establish key design factors.</b></p>	Landscape Character	Site wide design principles document to be submitted.	Specific details in relation to path materials will be addressed as part of the Site Wide Design Principles Document.

146	150	Drawing- Dukes Nature Park	<p>*The lake feature is still being shown as significantly smaller, than proposed within the minerals application, even if the areas shown for "read and marginal planting" were assumed to be water upon filling of the lake, the lake within the mineral application extends much closer to Cranham Road.</p>	<p>During the consultation process CCC requested that it was preferable not to be too specific about the size of the lake or the time it will take to fill.</p> <p><b>No action.</b></p>	Lake	The size and scale of the lake still needs to be resolved.	Page 20 of the DFD confirms that following extraction, the area proposed to accommodate Dukes Wood Nature Park, would be left with a large extraction area of lower ground; this will fill with water and become the lake over a period of approximately 20 years.
146	150	Dukes wood nature park text	<p>*The text states "As the final form of the Nature Park will only be known once mineral extraction is finished it is proposed that a Design Brief be consulted upon, prepared and submitted along with the relevant RMA at the appropriate time." While there may be some variation from the details submitted within the mineral application, the differences are unlikely to be significant, so to change the landform substantially. Areas of the Nature Park would be completed prior to overall completion of mineral extraction within the Boreham Airfield eg the area in the NW east of the CNEB; would seem sensible to develop a phased plan for the Park so that some areas can be available earlier, not leave until the end.</p>	<p>Comments noted</p> <p><b>Phasing in detail is a matter for OPAs.</b></p>	Dukes Wood Phasing	<p>Indicative phasing of the park should be provided to give an indication of what provision is going to be available at what times to the community. Confirmation of how the extracted area is going to be handed across - i.e. piecemeal or in large parcels should also be provided. General statement required to convey anticipated delivery.</p>	The phasing of the park is indicatively shown on the Phase 4 plan on page 165 of the DFD.
147	151	Park pale and ride	<p>*The bridge over the RDR should be in this frame.</p> <p>*The Illustrative Masterplan shows a primary street (bus route C14) touching the Park Pale, but it is not shown on this plan; it could be an awkward detail to reconcile between Park Farm and the Park Pale and should be addressed here.</p>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Bridge shown.</b></p> <p><b>Updated plan being undertaken.</b></p>	Park Pale	<p>Bridge is shown but a key is needed. A new plan needs to be provided when updated for CCC to review.</p>	Bridge removed as out of frame and not relevant to heritage or landscaping.
151	155	Delivery and phasing objective	<p>*Self-Build – The DFD makes no mention of self-build until a narrow reference in the Phasing section of the document.</p> <p>*The consultation material mention provision of a primary healthcare facility, none are shown on the phasing and delivery information, this should be rectified to include the proposed healthcare facility in one of the neighbourhood centres.</p> <p>*Reference should be made to the PFA being the tool for controlling site wide phasing and to secure commitments that the site wide infrastructure will be delivered at the relevant triggers. The 'Monitoring and Review' section should acknowledge that the process for monitoring and review will be set out in the PFA.</p>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p>Self-build subject to policy. Further detailed discussions needed on this.</p> <p>Reference to surgery added as footnote to p162.</p> <p>PFA referenced in initial sections of DFD.</p> <p>'Monitoring and Review' PFA section added.</p>	Self-Build	<p>Reference to self-build needs to be included.</p>	Self build now referenced within the Illustrative Masterplan section of the DFD.
151	155	Minerals	<p>*The timing of mineral extraction does often change, particularly depending on the buoyancy of the economy, so critical facilities should avoid locations which are dependent on mineral being extracted in time, e.g. the all-through school which is located within the Park Farm extraction area.</p> <p>A discussion is required between CCC and ECC regarding the location of the all through school</p>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>ATS location proposed in only reasonable location. See DRD.</b></p>	Minerals Extraction Process	<p>Require confirmation that ECC are happy with location and terracing.</p>	The phasing plans in relation to mineral extraction have been acceptably updated.
151	155	Phasing and delivery tables	<p>*A plan is needed to ensure all areas are covered and to see in one view the phases.</p> <p>*A Gantt chart showing the number of dwellings (phases to reasonably small size, e.g., approx. 250 dwellings) and strategic infrastructure would greatly help appreciate the phasing.</p> <p>*Clarity on how the phasing fits with the drainage strategy for CGC would be welcomed.</p> <p>*The interdependencies (strategic and more localised infrastructure) between the 4 phases and 3 outline planning applications in terms of delivering a high-quality, comprehensive Garden Community should be referenced within the Phasing Strategy Key Principles.</p>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Additional plan would not serve notable function.</b></p> <p><b>Gantt chart not considered appropriate. Delivery of homes and infrastructure subject to IDP/PFA/S106.</b></p> <p><b>Drainage to be confirmed as part of OPAs .</b></p> <p><b>No update made. Clarity on interdependencies and delivery to be confirmed as part of OPA 2.</b></p>	Drainage Strategy and Phasing	<p>Feedback remains unactioned. Site wide Drainage Strategy will be required and would be helpful to see how phasing of development interacts with this. Greater reference/acknowledgement to be added to DFD.</p>	New plans have been added showing the phasing and delivery of the development.
152	156	Delivery and phasing- Phase 1	<p>*Given the lack of facilities within a short walk and it mostly being beyond 400m walking distance to bus route C9 on Remembrance Avenue, the housing areas shown accessed off the RDR should be delayed to when Park Farm Village Centre is to be provided (in Phase 3) and or at least bus services can pass through.</p> <p>*The housing in Willow Hill in Phase 1 will be remote from local amenities until the Willow Hill Village Centre is provided. The Interim Bus Access Strategy is not presented, so it is recommended that this area too should not be brought forward until a link to the main E-W Primary Street can be established. The Illustrative Masterplan shows indicates this link would require a carriageway in Phase 3; however, an interim or alternative layout may be possible.</p> <p>*The housing to the south side of RDR2 and nearest the west side of Domsey Lane, will be over 800m walk from Great Belsteads Village Centre and the mobility hub; as it is closer to Willow Hill, it is suggested that this area should be delivered later.</p> <p>*The details presented in relation to Channels Village Centre do not suggest that this will provide the day-to-day amenities required for walkable neighbourhoods; if this is the case, then parts of the Channels Extension will also be remote and should not be built so early.</p> <p>*Clarity is needed on how the disconnected parcels of land in Phase 1 east of Domsey Lane and west of the bypass will access everyday facilities to deliver the walkable neighbourhoods concept/ ethos, and encourage active travel from the outset.</p>	<p>Comments are noted and the DFD text will be updated where appropriate and will include a detailed development specification.</p> <p><b>Final detailed phasing to be discussed as part of OPA's.</b></p>	Phasing	<p>Phasing as part of the OPA's is acknowledged, but remaining comments have not been addressed.</p>	Matters to be dealt with via detailed outline planning application phasing plans and Site Specific s106 Agreements.



153	157	delivery and phasing- phase 2	<p>*The area of Willow Hill cannot be connected to the E-W spine primary street unless this is done through the parcel in phase 1; it would seem sensible to do this and obviate any need for the primary street in the phase 1 parcel.</p> <p>*Delivering the all-through school in Phase 2 cannot happen if the Park Farm village centre is left until Phase 3 as the main access to the school is from the traffic free public square – clarity is needed on how this will be accessed before Park Farm village centre is delivered.</p>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Final detailed phasing to be discussed as part of OPA's.</b></p>	Phasing and Delivery	Comments have not been addressed.	Matters to be dealt with via detailed outline planning application phasing plans and Site Specific s106 Agreements.
152-159	163	Phasing objective and strategy key policies	<p>*The Garden Community is to be delivered on a landownership blind basis. The Great Belsteads Village is divided between the master developers, which may mean unforeseen, and possibly less than optimal access arrangements (looking from a wider perspective), being proposed, as one developer seeks not to be dependent on another.</p> <p>*The parcel of the Channels Extension to the east of Domsey Lane (next to the all-through school) would appear to better identify Park Farm Village but given access constraints is also reliant on fellow consortia members for access too.</p> <p>*The four overarching phases are indicative; however, further work to inform the DFD and IDP and changes made is recommended before the DFD is adopted. The goal should be to deliver the Village Centre amenities as early as possible to enable residents to relinquish car use for day-to-day needs. Priority active travel routes need to be delivered to key destinations to temporarily mitigate any local deficiency and provide for additional amenities and connections.</p> <p>*The four overarching phases do not appear to tally with the IDP. The rationale for the phasing is not clear or justified in the DFD and this could result in dwellings being proposed in less than preferable locations from a sustainable transport perspective.</p> <p>*A continuum of building is more likely in line with the IDP assumptions; there must also be a risk that it will not be possible to coordinate the OPAs and reserved matters sustainable transport and result in more highly car-dependent development than it should be.</p> <p>*The phasing should be broken down into a more detailed sequence in the DFD for the first 5-10 years to ensure that the necessary sustainable transport infrastructure and amenities are delivered to achieve the transport objectives; thereafter this 5-10-year pipeline should be reviewed periodically to ensure delivery of later phases is sustainable in transport terms and allow flexibility.</p> <p>*A risk exists that housing will be delivered but supporting amenities and local jobs are not, leaving some areas seriously deficient and vehicle dependent and yet the overall mode share targets are still achieved; this must be avoided.</p> <p>*The provision of jobs in step with, or ahead of the delivery of houses, is important to the maximising active travel, as it affords the opportunity for some workers to live close to their place of work.</p>	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Final detailed phasing to be discussed as part of OPA's.</b></p>	Phasing	Comments have not been addressed.	Matters to be dealt with via detailed outline planning application phasing plans and Site Specific s106 Agreements.
156-159	163	Phasing and delivery tables	No reference is made to establishing a stewardship body or any associated activities/ measures within the phasing and delivery tables. Clarity on who would deliver habitat severance mitigation measures would be welcome. Reference should also be made to a base/office for the new parish council. This would ideally be accommodated within one of the village centres and at an early stage.	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Discussions on stewardship ongoing.</b></p> <p><b>Habitat mitigation subject to OPAs</b></p> <p><b>Village hall proposed in PFV in DRD. Final location subject to OPA's and discussions on delivery timeframes.</b></p>	Stewardship	Ongoing discussions to resolve the Stewardship matters. Habitat mitigation has not been resolved in the DFD.	<p>1. Officers commissioned a stewardship report and are currently considering its content. Further discussion will be required with the Development Consortium ahead of the finalisation of the DFD for approval at Cabinet.</p> <p>2. Habitat mitigation is not relevant to the Phasing section.</p> <p>3. A Parish Hall would be delivered in Phase 3 of the development, but it is envisaged that a temporary base would be provided within the Great Belsteads Village Centre. A Parish Hall has been included within the village centre character areas as reference and a footnote added to Phasing Table. The detail of the</p>
160	164	Future proofing	The DFD should helpfully recognise that the PFA will set the mechanism for review/approach for monitoring, to aid with the formal process for building in the approach to future-proofing the development proposals.	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Comment added in para 3.</b></p>	Future Proofing	Changes made; no further action required.	Future proofing is included within the DFD and no further changes are required.
164	168	CGC site wide and detailed design code- scopes	The section refers to the working up of a site wide design framework for all areas of CGC; whilst the individual applications can have conditions on the outline planning permission to secure the relevant design code compliance, the PFA will need to secure the allocation site wide framework	<p>Comments noted and as set out on page 164, following the approval of each OPA a Site-Wide Design Coding Framework will be submitted for approval prior to RMA's being submitted. Each OPA will submit its own Site-Wide Design Coding Framework to cover each Zone. <b>No action.</b></p>	Design Code	Site wide Design Code to be submitted. Each OPA will have its own code. Design Code section in DFD has been updated - CCC to review.	The approach to design coding and the process of agreeing a Site Wide Design Principles Document is still the subject of discussion between the Developer Consortium and CCC officers. The matter is intended to be addressed before the Cabinet meeting on 24th January.
168	172	Implementation. Planning Application Requirements - Pre Application/PPA	The implementation of a Design Code outlining the key deliverables and objectives, ensuring the robustness of the Garden Village and embedding future stewardship by the community will be required. The design principles need to be clearly outlined for future developers to follow and maintain the level of quality through different phases of construction. Potential exists for increased density and increasing the footprint of buildings with particular focus towards denser Village Centres to a create a sense of identity, while also increasing space for further green infrastructure.	<p>Comments are noted and the DFD text will be updated where appropriate.</p> <p><b>Design code is referenced in a separate section of the DFD. This would technically form part of the OPAs.</b></p> <p><b>Noted, but unclear on relevance to this section.</b></p>	Design Code	Site wide Design Code to be submitted. Each OPA will have its own code. Design Code section in DFD has been updated - CCC to review.	The approach to design coding and the process of agreeing a Site Wide Design Principles Document is still the subject of discussion between the Developer Consortium and CCC officers. The matter is intended to be addressed before the Cabinet meeting on 24th January.
169	173	Implementation planning application requirements- pre application/PPA	The outline planning application criteria need to acknowledge that the applications will need to comply with the relevant PFA obligations in terms of infrastructure delivery and compliance with the framework documents.	<p>Comments are noted and the DFD text will be updated where appropriate. <b>Section states "Each stage 2 masterplan OPA will be required to be based upon and in broad conformity with the stage 1 approved documents including this DFD and associated documents"</b></p>	Implementation	DFD clarifies the position with the PFA.	The PPA is referenced on the implementation pages of the DFD.

## Appendix 4

### Consultations

#### Little Waltham Parish Council

Comments
<p>08.06.22</p> <p>Little Waltham Parish Council has commented as follows:</p> <ul style="list-style-type: none"><li>• Infrastructure – The development should have no adverse impact upon existing services such as schools and GP surgeries and should cater for the additional need for those services.</li><li>• Traffic – The development will generate a substantial number of additional vehicles travelling along already congested roads; this will need to be managed so that there is no detrimental impact on existing residents. The NE Bypass, as a relief road should be constructed in a timely manner so the infrastructure is in place prior to the construction of the dwellings.</li><li>• Public Transport – The development aims to avoid car journeys by making provision for public transport; the experience with the existing bus service at Channels has been disappointing. The service has proven highly unreliable resulting in residents reverting to car use to travel to and from the area. A regular and reliable bus service should be made available.</li><li>• Open Space &amp; Recreational Provision – Concern is expressed regarding stewardship; Channels residents have experienced difficulties in relation to the quality of service provided and the cost of maintaining communal land. Existing arrangements for private management companies to manage land does not appear to serve the needs of the community and provides an additional layer of cost for residents.</li><li>• New Parish Council – A new Parish Council is to be set up and could become involved in the management of public areas, offering a more community focussed approach to the issue of management.</li><li>• Wellbeing – Reference is made to the needs and wellbeing of future residents; the Parish Council notes that the Livewell Accreditation process is to be considered.</li></ul>

#### Broomfield Parish Council

Comments
<p>01.06.22</p> <p>A direct foot and cycle path should be provided between the Chelmsford Garden Village and Broomfield Hospital; the reference to Mill Lane on page 68 of the DFD is confusing as it is assumed the reference should refer to Croxtons Mill Lane.</p> <p>No other comments at this stage.</p>

#### Great & Little Leighs Parish Council

Comments
<p>No response.</p>



## Appendix 4

### Boreham Parish Council

Comments
20.06.22
No objections at this stage.

### Springfield Parish Council

Comments
15.06.22
Provision should be made for formal allotments and the protection of existing hedgerows.

### Terling & Fairstead Parish Council

Comments
29.06.22
Concerns regarding the timing of the application and how this will be co-ordinated with all the other potential major infrastructure projects - Longfield Solar Farm, the A12 Widening Scheme and the National Grid (overhead power lines and pylons).

### Hatfield Peverel Parish Council

Comments
No response.

### Braintree District Council

Comments
10.08.22
<ul style="list-style-type: none"><li>Inclusion of infrastructure and facilities, particularly health facilities within the new community, to support sustainable patterns of travel and to avoid additional pressure on facilities in the Braintree District Council area is welcomed.</li><li>No further comments.</li></ul>

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### CCC Property Services

Comments
01.08.22
No comments.

### CCC Economic Development & Implementation

Comments
02.08.22
<ul style="list-style-type: none"><li>• Support the approach to disperse employment across the masterplan area; this follows work from Lichfields in 2020.</li><li>• Employment provision is not being fully integrated with the Business Park close to the Station (Beaulieu Exchange); the whole offer needs to be fully integrated.</li><li>• The CGC includes the whole area, not just the new Local Plan allocation; this does not always come across in terms of employment within the DFD.</li><li>• The Savills report on the proposals for Beaulieu Exchange has not been provided; this needs to be considered alongside the wider CGC offer.</li><li>• The consortium should be encouraged to develop a wider Employment Strategy for the CGC linking all elements together and making the connections on the softer side of employment growth, including the skills agenda, for example, and the opportunities that the CGC presents.</li><li>• The village centres also play an important role in future employment; this needs to be developed further, again in a wider CGC employment strategy.</li></ul>

### CCC Parks & Open Spaces

Comments
18.08.22
<ul style="list-style-type: none"><li>• Sports Facilities – The comments of CCC Leisure Services are echoed as regards the even distribution of formal sports facilities across three locations, which differs to the CCC Pitch Provision NEC Briefing Paper, which suggested two outdoor sports grounds with a critical mass of sports provision. Reference is also made in the Educational technical document to considering the potential contribution of school sites towards the overall provision of formal open space/sports pitches/facilities; regardless of whether the formal 4.5ha of formal sports pitches, including the provision of 2 x 3G pitches, at the all through school count towards the formal open space requirements of the development, a robust Community Use Agreement with the owner/operator, to ensure ongoing provision and maintenance of all community sports facilities at the site, is essential. The agreement should be secured by condition if possible; if for any reason the 3G pitches lapsed into 4 grass pitches, the quality would not enable the same level of community use.</li><li>• Multi-Purpose Outdoor Sports Courts – CCC Parks Services are unclear what courts would be provided at the all through school site, if any, and how this may impact upon the quantity and usage patterns of those proposed at the Dukes Wood Sports Hub.</li><li>• All Through School Campus – A car parking study/management plan is recommended at the appropriate stage, if two 3G's and two grass pitches are made available to the public at the all through school site; especially if indoor sports facilities are also made available.</li></ul>



## Appendix 4

- Facilities – CCC, in conjunction with the Sport England Design Guidance, would wish to agree the specification of any facilities, which it will be adopting/operating in the future eg: sports pitches, multi-use courts, ancillary sports accommodation; it is essential for example, that the courts are floodlit.
- Dukes Wood Sports Hub – No reference is made to the provision of a pavilion/clubhouse/changing area/car parking at this sports hub, unlike stated at the Great Belsteads Sports Hub; such facilities are essential at sports hub sites for successful delivery and sustainability.
- Delivery – The largest quota of sports pitches at Dukes Wood would not be online until Phase 4 of the development (2040-2044); this may strain existing sports facilities in the interim.
- Great Belsteads Village – The proposed outdoor sports ground based within the centre of Park Farm Village and the area located to the west of the Dukes Wood Nature Park are of a size/scale, which would allow resident clubs to flourish and be sustainable, including a club base for social activities; however, the proposed area within the Great Belsteads Village is not, as it only provides 2 pitches/cricket facility. The new sports ground located east of New Hall School is also shown, and whilst this is to serve already establishing communities, the size, scale and facilities proposed is a good model to compare to.
- Neighbourhood Equipped Play Facilities – Further detail may follow, however, the neighbourhood equipped play facilities are not specifically referred to on the illustrative master plan. Informal outdoor youth facilities such as skateboard ramps, half sized 3-side basketball courts for informal use and kickabout spaces (informal recreational use as opposed to use for competitive sports use) are also not specifically mentioned. The distribution of these facilities needs to be considered as part of the development and need to reference to the Local Plan 'Making Places' standards and guidelines.
- Landscape – The proposed more naturalistic landscape approach is welcomed and critical larger scale open space provision; Dukes Wood Nature Park, Park Farm Meadows and the Channels Discovery Park are vital for this development.
- Landscape Setting – The current approach to connecting various development parcels through footpath and cycleway corridors appears narrow and very linear without much scope to widen our and provide areas with practical landscape and open space settings. The purpose/hierarchy of the routes is also unclear. Landscape setting needs to be considered and to be integrated and incorporate all functional open space elements.

## CCC Leisure & Heritage Services

### Comments

21.06.22

- CCC Pitch Provision North-East Chelmsford Briefing Paper – The even distribution of formal sports pitches shown across three locations within the DFD differs from the paper which suggested two outdoor sports grounds with a critical mass of sports provision.
- Joint Use Provision – The Education Technical Document references the potential contribution school sites can make towards the overall provision of formal open space / sports pitches / facilities. 4.5ha of formal sports pitches including the provision of two 3G pitches are proposed at the all through school and would count towards the formal open space requirements of the development, however, it is essential that a robust Community Use Agreement with the owner/operator is put in place to ensure the ongoing provision and maintenance of all community sports facilities at the site. The Agreement should be secured by a condition if possible. Joint use provision of both indoor and outdoor facilities would require early consideration as to the nature of provision, scope, specification, funding and operation in order to achieve successful delivery and long term sustainability. The documents do not make clear how community use of the facilities would be secured and which party/parties would take this

## Appendix 4

forward; it is stated that the operator of the school needs to agree, but the facilities may well need to be designed and specified before the operator is confirmed. Should for any reason the 3G pitches lapse into 4 grass pitches then the quality of provision would not enable the same level of community use.

- Indoor Provision: School Site – Little reference is made to indoor sporting needs/use save for a reference in the Health and Community Facilities document, that a four court sports hall is needed. The school could also potentially offer studios, activity rooms, fitness facilities, outdoor courts etc.
- Outdoor Sports Courts: School Site – Clarity is required as to what, if any, multi-purpose outdoor sports court provision is to be accommodated at the all through school site and how this might impact upon the quantity and usage patterns of those proposed at Dukes Wood Sports Hub.
- Car Parking Study/Management Plan: School Site – Should two 3G and two grass pitches be made available at the all through school at the same time, a car parking study/management plan is recommended at the appropriate stage, especially if use coincides with indoor sports facilities being made available to the public.
- Specification of Facilities – CCC would wish to agree the specification of any facilities in conjunction with Sport England Design Guidance prior to adoption / future operation eg: sports pitches, multi-use courts, ancillary sports accommodation; it is essential that courts are flood lit.
- Dukes Wood Sports Hub – No reference is made to a pavilion / clubhouse / changing facilities / car parking at the sports hub unlike the Great Belsteads Sports Hub; such facilities are essential at sports hub sites for successful delivery and sustainability.
- Dukes Wood Sports Pitches – The largest quota of sports pitches at Dukes Wood would not be online until Phase 4 of the development, circa 2040-2044; this may strain existing sports sites in the interim.
- Hanger Sports Hub – Reference was made to a hanger sports hub previously, but it is presumed is no longer part of the scheme.

### CCC Public Health & Protection Services

Comments
14.06.22
No comments.

### CCC Housing Policy

Comments
07.07.22
<ul style="list-style-type: none"><li>• Reference page 54 of the DFD.</li><li>• Wheelchair Accessible Housing – Clarity is required as to what is meant by appropriate accessible and adaptable housing; there are many references to accessibility, but no direct reference to the need for wheelchair accessible housing, which is adapted from the point of completion.</li><li>• Specialist Housing – Strong objection to the reference to the provision of specialist housing for elderly people; there is no evidence base to support this type of accommodation and it discriminates against the other groups requiring specialist housing that are in most housing need as identified in the Housing Strategy 2022-2027.</li><li>• Housing Mixes – The housing mixes are referred to as 'indicative', but it is unclear what this</li></ul>



## Appendix 4

means / what weight this carries. Having regard to the mix of market housing secured at Beaulieu and Channels, and the fact that the table does not even reference 5 bed units, this is of concern. Should flexibility be required, then the text needs to acknowledge, more overtly, the need to respond to changing needs over the 20 year timescale identified. A Strategic Housing Needs Assessment will be commissioned in the summer and the mix may change significantly for affordable housing and market housing.

- Private Rented Housing – The DFD makes no direct reference to private rented housing; CCC does not identify an express need, but thought should be given to the role this might play in delivering a mixed and inclusive community.
- Affordable Housing – The breakdown in affordable housing provision does not calculate correctly in both tables; the figure is a couple out in various places and should be changed.
- Affordable Housing Percentages – The percentages do not completely match with the requirements for affordable housing in respect of affordable rent, albeit it is only the one decimal point, which is out.
- Affordable Rent – Reference is made to affordable rent, although CCC may wish to explore the need for social rent in the new Strategic Housing Needs Assessment; affordable rent is the preferred reference.
- Policy DM1 – The document seeks to link First Homes and Shared Ownership to Policy DM1; this is incorrect.
- Housing Mix: First Homes and Shared Ownership – CCC do not prescribe a housing mix for these products, but the mix is not supported for First Homes, given the price cap, and is somewhat unrealistic for the shared ownership units, in terms of the provision of larger homes.
- Self-Build – The DFD makes no mention of self-build until a narrow reference in the Phasing section of the document.
- Community Led Housing – Given the supposed ethos and focus on stewardship, it is disappointing that the document does not reference this type of housing. The stewardship section has a very narrow focus on what the group will consist of and how it will tackle open space.
- Travelling Showpeople Site – The location of the site is quite remote and access for larger vehicles seems difficult as currently shown. The scale of the site will need to be clarified to check that it is sufficient for commercial vehicles and the necessary plot requirements.
- Infrastructure Delivery Plan – The IDP will need to secure specialist, affordable housing, self-build and the Travelling Showpeople Site via a s106 Agreement using CCC's template provisions.

### CCC Housing Standards Team

Comments
No response.

### CCC Heritage Officer

Comments
30.06.22
<ul style="list-style-type: none"><li>• Heritage Assets- Non-designated heritage assets are present at Park Farm and buildings and other structures associated with the WWII Boreham airfield to the east. Wheelers is also a non-designated heritage asset. Number of Grade II listed historic farmsteads and houses close to the site; Peverels, Powers, Shuttleworth, Hobbits, Shoulderstick Haul, Wilderness, Alsteads,</li></ul>

## Appendix 4

Spartigans Hall, Belsteads, Channels, Pratts and Mount Maskells.

- Surrounding Context - Little Waltham and its Conservation Area and Parish Church are situated close by. The landscape surrounding the CGC contains rich archaeological evidence; there are many historic hedgerows relating to the agricultural use of the landscape and fragments of the former deer park pale and north ryde associated with King Henry VIII's New Hall. Several historic tracks also link the farmsteads; Domsey Lane, Pratts Farm Lane and Channels Drive as well as greenways, hedgerows and ponds. The rural character of the area is important to how all these heritage assets are experienced and contribute to their significance.
- Overview of the Heritage Assessment - The findings of the heritage assessment are not fully integrated into the DFD; it is important that the scope of the report fully informs the masterplan, and any variations are justified. The DFD notes (page 77) that detailed heritage assessments are to be undertaken to inform the outline planning applications; this work should be undertaken at an early stage to ensure the DFD fully reflects the heritage constraints and opportunities, where there is an impact on the setting, text should note potential mitigation methods.
- Overview of the DFD - The DFD includes objectives to protect the setting of the heritage assets with the hedgerows retained and the former line of the deer park defined; these features are welcomed but the DFD needs to be amended to protect the historic environment and maximise enhancement opportunities. The opportunities to use the heritage of the site to inform the development are not fully realised. The opportunity for the remaining WWII airfield to form part of the setting retaining the aircraft hanger (page 128) should be explored.
- Guiding Principles of the DFD - The objectives set out on page 76 are welcomed and provide a base to assess the proposals against the objectives. The guiding principles require amendments:

*Guiding Principle 2:*

*'Through positive masterplanning seek to respect and protect the setting of heritage assets to ensure their significance is preserved and wherever possible enhanced and any harm minimised'* should be amended to *'Through positive masterplanning seek to respect and protect the setting of heritage assets*

*to ensure their significance is preserved and wherever possible enhanced, where harm is unavoidable it*

*will be minimised and mitigated.'*

*Guiding Principle 5:*

*'Retain or reinterpret the historic layout of hedgerows where possible in order to respect the historical context and evolution of the site'* should be amended to include *'lanes and historic landscape features'*.

- Heritage Trail - The heritage trail concept is welcomed. The concept of greenways (incorporating landscaping, public art and interpretation) through the site gives the opportunity to celebrate the heritage of the site. The trail should be extended to include both the deer park pales and to link to the Grade II listed buildings. The eastern and western parts of the site should also be linked, and the trails extended beyond the site boundary to New Hall, Little Waltham and Pratts Farm. The trail should also be informed by the ongoing archaeological assessment and where appropriate, these features celebrated.
- Heritage Views - The heritage assessment identifies three important views between heritage sites; between Powers and Little Waltham, Powers and Peverels and Park Farm and Mount Maskall; this provides a strong concept to define local character, gives legibility to the new development and mitigates the impacts on the listed buildings and their settings. The opportunity for these views to be incorporated into the DFD and reflected in the framework layouts is not fully realised. The view from the high ground near Powers Farm to Little Waltham is not reflected in the layout. The orientation of the corridor between Powers and Peverels is incorrect, as it does not link the listed farmstead and the intervening landscape corridor is too narrow. The view between Park Farm and Mount Maskall is also not reflected in the layout. Page 19 of the DFD should identify the views back towards Little Waltham from Powers Farm. The alignment of views between Powers and Peverels should be corrected, and the historic parish boundaries and lanes and tracks should be shown.



## Appendix 4

- **Layout** - The routes of the deer park pale do not appear to fully reflect the layout set out within the heritage assessment; it is important the route is evidence led. The indicative landscape proposals for the deer park and ride are welcomed. Clarity is required as to how the built form will relate to these landscape features - the character of built form is not clear and the landscape and built form appear to be considered in isolation. Specifically, it would be useful to have a study on local character to inform the character of the new settlement. The three ancient parish boundaries provide an opportunity to define character areas and the confluence of the boundaries should be celebrated in the layout.
- **Greenways** - The greenways which permeate the site and link the heritage assets is a strong concept which uses historic landscape features to provide a landscape setting between the historic farmsteads. The greenway between Park Farm and Channels is important in giving a landscape link, but is too minimal, as is that between Peverels and Powers. Historic landscape features, including hedgerows appear to be retained in the greenways, but there are some areas where they would be removed, particularly in the western part of the site. Treatment of the active travel routes between the farmsteads needs careful consideration (page 131)
- **Landscaping** - The orchard between Channel and Belsteads should be retained. Car parking needs to be integrated into the landscaping.
- **Relationship with Built Form of CGC** - The proximity of built form adjacent to Peverels, Channels and Wheelers Hills/Cranham Road is also of concern (page 134); it is important adequate breathing space is provided, to reflect the rural setting and mitigate the impacts. Development beyond RDR2 is not justified and the mitigation measures proposed are inadequate; it erodes the applicant's concept of a settlement wrapped in landscape and is severed from the main community. The area is very sensitive due to the close proximity to heritage assets. The definition of the two of the phases of the former deer park pale and north ryde from New Hall is welcomed.
- **Density** - Some variation in density occurs across the site, with the highest densities at neighbourhood centres; there is an opportunity to use density to define local character and mitigate heritage impacts. The majority of the development is of a uniform density; there is an opportunity to have landscape led development within the inner deer park and in other sensitive areas to give a sense of landscape setting. The high ground in the northeast portion of the site is sensitive in views from Little Waltham and in the setting of the adjacent heritage assets, this area should have a lower density.
- **Mitigation** - The heritage mitigation is not well defined and should include no build areas, open space, landscaping, creation of views, woodland planting, landscaping, density, design, layout, scale and materials; it is important that there is a clear mitigation strategy to ensure there is a framework to minimise harm and help define character in future OPA's.
- **Historic Lanes** - The historic lanes within the site are an important feature; it is unclear from the proposals how their rural character will be maintained, and the built form used to reinforce character. The historic lane towards Park Farm, from Channels Drive, should be defined within the layout (page 131)
- **Archaeological** - The proposals should be sufficiently flexible to accommodate significant archaeological finds where necessary.
- **Document Layout** - The language throughout the document is not strong enough to ensure delivery of key mitigation measures, for instance page 142, incorporate greening where possible, there are similar caveats throughout the document; it is essential the principles within the document are strong enough to ensure delivery.
- **Document Base** - The extent of the historic woodland appears to be taken from the 1874 OS plan; it would be more appropriate to use the 1799 map as this reflects the earlier extent prior to the beginning of the removal of the woodlands. The document is very two dimensional. 3d modelling should be used to show levels across the site.
- **Minerals and Extraction** - The information on minerals and extraction (pages 20-21) is helpful. Further clarity is required on land restoration within the areas around Park Farm and the deer park pale as these are sensitive.

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### South Essex Parking Partnership

Comments
No response.

### ECC Major Development & New Communities

Comments
<p>01.07.22</p> <p>ECC is a key infrastructure and service provider with statutory responsibilities to ensure that the right infrastructure is delivered in the right place, at the right time and to the right quality to support new and existing communities. ECC welcomes the collaborative planning of CGC shown by the Developer Consortium through taking a landownership blind approach. The TCPA's Garden City Principles should continue to be integral to the more detailed design and implementation of the Chelmsford Garden Community as the planning application process is progressed.</p> <p>ECC are generally supportive of the direction that the draft DFD has taken in response to its input to date and welcome the opportunity to provide further comments to help refine this high-level, overarching planning framework for CGC. The Framework must be clear in establishing key planning principles which can be easily and consistently translated into more detailed masterplans to inform the three anticipated residential-led outline planning applications and full application for RDR2.</p> <p>ECC support the draft DFD in principle, however there are parts which require further thought to ensure that it creates a well-connected green, healthy, active and resilient network of liveable and walkable neighbourhoods meeting the day to day needs of all residents, whatever their life stage, in the longer term. Effective place-making and place-keeping is fundamental.</p> <p>ECC have reservations about aspects of the draft DFD and IDP which could undermine the Garden Community concept and objective of delivering an inclusive, well-designed and sustainable place. Our concerns relate (including but not limited) to:</p> <ul style="list-style-type: none"><li>• Climate challenge – Ensuring CGC can be delivered in a way that truly achieves a net zero development from the outset.</li><li>• Walkable Neighbourhoods – Identifying locations of village/ neighbourhood centres that are at the heart of the communities they are planned to serve and establishing a coherent strategy which favours sustainable and active travel over private vehicles.</li><li>• Liveable Neighbourhoods – Providing clarity on the phasing and implementation strategy to ensure that social, economic and environmental infrastructure is delivered at the right time to firmly establish the CGC ethos from the outset.</li><li>• Inclusive Education – Designing school environments which are safe and secure, encourage active and healthy lifestyles and meet all needs. A demographic study is needed to inform capacity, delivery and funding assumptions.</li><li>• Community Cohesion – Planning well-designed places with village centres interlinked by a comprehensive network of attractive sustainable and active travel modes, which avoids unnecessary community severance by major roads.</li><li>• Place-keeping – Undertaking further work on the assets to be managed and maintained by a stewardship body, as well as understanding the financial requirements of setting up a suitable body is required; there are many matters that need further consideration to ensure CGC is maintained, with the community's direction, to a higher standard than may normally be the</li></ul>



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case.

- Financial Contributions – Ensuring that contributions reflect the technical knowledge and recommendations of infrastructure and service providers from the outset; this will ensure that cashflow and viability assumptions are considered on an appropriate indicative costs basis at this high-level masterplanning stage.
- Delivery and Phasing – Reconsidering the delivery and phasing strategy to ensure that it is clear, coherent and identifies appropriate measures to mitigate potential risks associated with reliance on the timely extraction and restoration of minerals extraction sites.

### **Planning Context**

#### **Planning Policy**

- Policy – Good policy basis for the planning the CGC as set out in the adopted Chelmsford Local Plan.
- Local Plan Review – Work is being undertaken by CCC to extend the plan period; ECC has sought to advise, at a high level, on the likely infrastructure requirements to support the additional 2,500 homes to be delivered at the CGC beyond 2036. Gaps remain in the DFD and IDP on demographics and stewardship in relation to these additional units.

#### **Place-Making and Place-Keeping**

##### **(i) Exemplary Development**

- Nature of the Development – ECC expects the CGC to be a truly high-quality and exemplar development which delivers against the TCPA's Garden City principles and continues to meet the needs of all residents over the longer term. Principles within the draft DFD and IDP, when finalised, need to endure and be enshrined clearly within the Planning Framework Agreement, PFA. A robust and sustainable stewardship model is required, which meets the aspirations and needs of ECC as an infrastructure and service provider for residents.
- TCPA Principles – The principles set clear expectations for the CGC and have helped frame the response to place-making and place-keeping proposals within the consultation.

##### **(ii) Stewardship**

- Arrangements – Commitment to establishing comprehensive stewardship arrangements, which go beyond the management and maintenance of open spaces within the CGC is welcomed. The scope, scale and structure of the stewardship body should be formulated in collaboration with CCC and ECC.
- Engagement – Early and meaningful engagement will be essential to ensuring future stewardship arrangements meet the needs and aspirations of all parties. Concerns are raised at the proposed reliance upon service charges to fund stewardship activities; these may be a necessary component of financing but should constitute only part of a varied blend of capital and revenue generating assets that the stewardship body has at its disposal.
- Timing – Consideration needs to be given to when the CGC wide stewardship body would be established, and any associated activities/measures delivered; the DFD does not address this (pages 156-159).
- IDP – The document does not contain any meaningful references to stewardship despite it forming a key part of the aspirations for the Garden Community as noted in the draft DFD and is more widely intrinsic to TCPA Garden City principles. No specific costs are attributed to stewardship (attachment 1 / page 3 / tab 1) with a passing reference to stewardship within the accompanying viability assessment (attachment 3 / page 21), which refers to s106 / Stewardship / Other with a cost of around £27.5 million attached.
- Standard Development Costs – College and apprenticeship opportunities, discounted bus

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passes, Electric Vehicle Charging Points, on-site renewable energy generation and the nature recovery network, amongst other items are grouped as these costs. ECC query whether stewardship should be grouped in with these costs.

- Stewardship Bodies – Future bodies will require developer contributions both through cash endowment and the transfer of assets to ensure financial viability and sustainability. Further work in understanding the financial requirements of setting up a suitable stewardship body and managing and maintaining assets and infrastructure over the long term is encouraged.

### **Delivery and Phasing**

- Approach – ECC supports the collaborative and land ownership blind approach to the development of the high level masterplan, to be delivered across four phases and supported by three residential-led outline planning applications and one full application for RDR2. Approach should continue at detailed stage.
- Interdependencies – Welcome the acknowledgement of interdependencies of infrastructure delivery across the site; each place-making detail of the CGC is likewise important.
- Ethos – The CGC ethos must be established from the outset; it is critical that each residential phase is appropriately supported by necessary infrastructure to foster behaviour patterns eg: using active and sustainable modes of travel as the default to meet everyday needs within neighbourhoods.
- Indicative Approach – Concern that the proposed approach at the high level masterplanning stage may not actively support sustainable and desirable behaviours from the outset. Delivery of certain critical infrastructure and housing delivery is dependent on timely extraction and restoration of mineral workings on site eg: All Through School is proposed in Phase 2 with the Park Farm Village Centre (and traffic free access for the school) to be delivered in Phase 3; this is dependent on minerals being extracted and restored as planned, in turn dependent on the buoyancy of the economy. A risk exists and it is unclear what mitigation measures could be implemented.

### **Draft Development Framework Document (DFD)**

#### **Public Health and Wellbeing**

- Wellbeing – Active lifestyles are inherently linked to physical and mental health and wellbeing and is central to delivering liveable and walkable neighbourhoods within the CGC, which meet the everyday needs of residents. The health and community infrastructure objective within the DFD broadly reflects this position, however the relationship could be strengthened further with the guiding principles to create greater linkages and recognise interdependencies with other principles for successful place-making.
- Contacts – ECC is the lead authority across Essex for Public Health but works in partnership with CCC and the NHS CCG.
- Key Elements – The importance of the following is highlighted; (i) Key Evidence – including the Joint Strategic Needs Assessment (JSNA) and Public Health district profiles (Sept 2019 for CCC), (ii) Health and Wellbeing Strategies covering the CCC area – The Essex Joint Health and Wellbeing Strategy 2018-2022 and CCC Health and Wellbeing Plan 2019, (iii) a robust Health Impact Assessment (HIA) using an appropriate methodology and (iv) Full engagement with Public Health interests and partners as the planning application process progresses.

#### **Education and Early Years and Childcare**

##### **(i) Early Years and Childcare**

- Provision – Welcome inclusion of early years and childcare settings co-located with the three primary schools and all through school, however, the DFD and IDP refer to two standalone



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facilities contrary to ECC advice. Further discussion is required including regarding potential for additional facilities within the non-residential floor space in the villages. ECC have previously recommended that five standalone facilities be referred to and the potential locations identified as the CGC moves through the planning process. The IDP and local plan recognise two standalone facilities for the 3,000 homes up to 2036; they do not take account of the further 2,500 homes which are planned beyond the current plan period. ECC remain concerned that there is insufficient certainty about the planning and delivery of EYCC at this stage.

### (ii) Primary Schools

- Provision - Identification of four school sites is welcomed; ECC are confident that the right number of schools is proposed to support the CGC and existing houses but without the demographic study it is unable to agree the assumed size of each school.
- Locations - ECC have considered the proposed location of each school from a place making, health, active travel and safety perspective.

#### *Hawthorn Primary School*

- Welcome the setting in principle which proposes a broadly rectangular site, co-located with a village centre and fronting a traffic free square. Active travel routes should be safe and accessible.

#### *Willow Hill Primary School*

- ECC has previously raised concerns about the proximity of the school site to RDR2. The school position has now been amended and the school would retain its relationship with the village centre and traffic free centre for its access and active travel routes.
- The agreed position has not been reflected in the masterplan (page 55) or the aerial view (page 132) which shows a landscaped buffer. The land use and access plan (page 117) also suggest that a residential block could form part of the village centre which could be commercial in use; this requires consistency and clarification.

#### *Great Belsteads Primary School*

- ECC has previously raised concerns regarding the school and its relationship with the village centre and the positioning of the building. The proposed 30m landscape buffer along the southern boundary is welcomed, but concerns remain.
- A commercial building is proposed in the south-western corner of the site. Clarification is required as to whether this is outside the school site. Should this building be delivered, the school would be close to the primary street and the impact on the safe and secure access to the school needs to be considered.
- The buildings which front the school would not have active frontages; this would not be an attractive or welcoming environment.
- The buildings forming the village centre cut across the green link; this would undermine an important active travel route. The landscape buffer needs to be secured through appropriate mechanisms.
- The public square provides access to the school; it is assumed this square is a shared space, but its proposed form and function seems at odds with its location; this is not good place making in the context of the primary school.
- Planning stages - concerned that the DFD principles may be eroded particularly with regard to Great Belsteads. The landscape buffer could be re-considered, or a new vehicular access proposed. Erosion of traffic free squares would be unacceptable. Any departure from the masterplan would increase concerns.
- Overall position - cannot confirm the appropriateness of school sites without more evidence;

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this should be in the form of a School Land Compliance Study.

### **(iii) All Through School**

- Provision - Establishing an all through school is important to deliver a full range of education facilities.
- Layout - Note the QRP report and comments on permeability. Safety and security are considered important; any changes in relation to permeability will result in higher costs. Land compliance study is critical to determining what boundary treatments are required at each site.
- Delivery - All through school cannot be delivered in Phase 2 if the village centre is in Phase 3 as this is the main access to the school; delivery is also dependent on the timings of mineral extraction, which can change.

### **(iv) Special Education Needs and Disabilities (SEND)**

- Provision - ECC is responsible for delivery; the preferred option is to integrate SEND provision on site; this is referenced in the DFD, but design and layout costs need to be considered.

### **(v) Libraries and Adult Community Learning**

- Provision - Welcome the reference to libraries within the DFD. Access to adult community learning facilities is also important. Further discussion welcomed on how these facilities can be delivered.

## **Economic Growth and Skills**

- DFD - Welcome the objective of delivering outstanding educational facilities, but also an objective that caters for education for the post 16 adults. A post 16 education, skills and training section should be included on page 107 of the DFD.

## **Adult Social Care and Independent Living**

- Provision - Housing and neighbourhoods in the CGC should be accessible and inclusive; the commitment as set out in the DFD (page 40-43) is noted. A broad commitment should be contained within the DFD that all new homes are constructed to meet M4(2) and at least 5% meet M4(3).
- Design - Urban design should be approached from the perspective of future residents, who may be vulnerable; ECC expect a commitment to deliver all types of housing and accommodation within the CGC.

## **Digital and Smart Technology**

- Provision - All new developments should include provision of future proofed internet. Reference to be made to Essex Design Guide for more information. Welcome reference in the DFD to superfast broadband and recognition of its importance. ECC would encourage proactive contact with a network provider as part of the planning of the CGC.

## **Movement and Access**

- Policy - The DFD appears to meet the second part of Strategic Growth Policy 6 by including connections the CNEB.
- Delivery - The timing of the CGC needs to well related and the costs funded; in some areas it looks necessary to delay building until the infrastructure is in place.



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- TPCA Principles:

*Sustainable Transport* - The new development must be supported by sustainable means of transport to serve its needs, including walking, cycling and public transport modes.

*Mode Share and Service Levels*- Quantitative assessment of networks and service levels needs to be addressed further. Wider footpaths will be required in certain locations (separate to cycle paths) to accommodate pedestrian routes to schools. A better understanding of cycle routes across the CGC would be an improvement. Detailed design and modelling of the vehicular accesses proposed, and wider modelling of the houses beyond the current plan period, have not yet been done.

*Walking, Cycling and Public Transport Needs in the IDP to Ensure they are Delivered Before Major Roads* - ECC do not consider that this would be achieved as currently proposed.

*Design of Garden City Layout around Walking, Cycling and Public Transport not Parking and Cars* - Significant concerns relate to the peripheral positioning of the village centres to great Belsteads, Willow Hill and Park Farm Villages and the apparent lack of such a centre for the Channels Expansion; this undermines the propensity of residents to choose to use sustainable transport methods.

Apart from the land reserved for the park and ride the masterplan is too large scale to identify car parking areas. The residential on plot provision proposed is not quantified numerically overall, but will be significant, with implications for mode share and land use. Low provision of the Car Club will miss the potential in terms of spaces saved. The provision of off plot parking from the first units would be a better approach and could be repurposed for something more valuable for the community; it would also help tip the balance towards sustainable methods. Greater investment in shared mobility through the car club is suggested.

Primary streets are proposed to provide access to a loose grid of development parcels, however their importance in terms of movement and place are not clear. Further detail is required. The relative importance of active travel links needs to be confirmed, leaving this to each outline planning application would lead to discrepancies.

The location and design of the schools surroundings are very important in creating a culture of active travel and minimising the use of cars to travel people to school.

The masterplan shows only primary streets which are almost all bus routes; it does not indicate vehicle accesses into, and routes within, the parcels. A greater level of detail, such as an understanding of which areas vehicular traffic is proposed to be attributed to which primary streets would be helpful, to highlight conflicts with active travel routes.

*Ensure that the Transport Assessment (TA) for the new CGC aims to Deliver the Objectives and Mode Share* - An overarching TA has not been produced. The evidence base produced does not establish impacts and mitigation in the same way as a TA; this could make delivering the right infrastructure more complicated than it could be. The movement strategy is considered to generally be in line with the TPCA recommendations regarding modal share targets.

The level of detail to determine whether relatively more, or less, local carriageway is built, compared to what may be expected from normal housebuilder led development is not available.

### **Minerals and Waste Planning**

- Policy - ECC is lead authority. Reference should be made to Essex Minerals Local Plan and

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Essex and Southend-on-Sea Waste Plan.

- Phasing and Restoration - Welcome the inclusion within the DFD; critical facilities such as the all through school should avoid locations which are dependent on mineral extraction.

### **Waste Management**

- DFD - Welcome the commitment to working towards 100% waste diversion from landfill and a culture of re-use and recycle. Financial contributions will be required to ensure there is adequate capacity in the recycling centres.

### **Flood Risk and Drainage**

- Contacts - Early engagement with ECC as Lead Local Flood Authority is recommended to reduce potential delays.
- Required Documents - Appropriate information for the multiple phases should be submitted along with an executive summary or technical note on the whole drainage system and how this is linked across the phases.
- Drainage - Masterplan does not address the management of surface water drainage and flood risk. The plan on page 19 shows 3 drainage catchments but the drainage core elements on page 81 should be reflected, to delineate the high level space allocation for SuDs provision at the scale of each catchment. The existence and maintenance of existing water features should be considered.
- Design – The Consortium should approach local water companies to deal with water scarcity; consideration should be given to managing water usage during dry summer months. The developer should plan for the stewardship body to adopt the SUDs as ECC is not in a position to adopt the SUDS.

### **Net Zero and Renewable Energy Generation**

- Net Zero - CGC provides the opportunity to deliver net zero development at scale; this should be embraced from the outset. New developments should have sufficient renewable energy incorporated in the design to achieve net zero; there should be a commitment to net zero over the CGC as a whole. Passivhaus is recommended to be incorporated into the design of the CGC.

### **Environment and Green Infrastructure**

- Biodiversity - ECC supports the guiding principles of the CGC, with the aspirations for the delivery of 20% biodiversity net gain and a 50% green infrastructure coverage. The DFD suggests net gain can be delivered on, or offsite. Offsite delivery would require additional expenditure; this is a risk, and it is unclear it has been taken into consideration.
- Delivery - Essential that a site wide approach to the natural environment is undertaken. ECC welcome the landownership blind approach within the DFD; it is important that this is followed throughout the planning process.

### **Draft Infrastructure Delivery Plan**

### **Public Health and Wellbeing**

- Provision - Welcome the inclusion of physical health service facilities within the IDP, as well as other infrastructure, which can have a positive impact on health and wellbeing.



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### Education and Early Years and Childcare

- Delivery - ECC are disappointed that the indicative costs given to the consortium are not reflected in the IDP. The indicative costs have not been used and, in particular, the primary school cost has been underestimated; this could have cashflow and delivery implications.

#### (i) Early Years and Childcare, Primary and Secondary Provision

- Delivery Costs - ECC strongly recommends that the indicative cost for education is revised in line with the Developers Guide as follows:

New Build EYCC - Cost per place is £20,508  
New Build Primary - Cost per place is £20,508  
New Build Secondary - Cost per place is £24,929  
New Build Sixth Form - Cost per place is £23,963

ECC initial cost calculations as per the Developers Guide

5 x Standalone 56 Early Year and Childcare settings = 280 places  
 $280 \times 20,508 = £5,742,240$

3 x Co-located, 2fe Primary Schools and 56 place Early Years and Childcare = 1260 Primary School places  
and 168 Early Years and Childcare places  
 $1260 \times 20,508 = £25,840,080$  Primary,  $168 \times 20,508 = £3,445,344$  EeYCC  
Total co-located Primary and Early Years and Childcare = £29,285,424

1 x all- through school = 56 place Early Years and Childcare, 2fe Primary, 6fe Secondary and 2fe 6<sup>th</sup> Form  
 $56 \times 20,508 = £1,148,448$ , Early Years and Childcare,  $420 \times 20,508 = £8,613,360$ , Primary,  $900 \times 24,929 = £22,436,100$ , Secondary,  $120 \times 23,962 = £2,875,440$   
Total All Through School = £35,073,348

2fe secondary (identified separately) = 120 places  $\times 24,929 = £2,991,480$   
Total Education New Build Cost = £73,092,492

#### (ii) Special Education Needs and Disabilities

- Provision - ECC will be required to provide special need provision. The proposed development could result in SEND requirements for 63 pupils; this would be significant enough to warrant new provision within a mainstream school or expand SEND provision. SEND provision should be secured via developer contributions, these are set at four times the cost of mainstream places. ECC welcomes references to SEND provision within the IDP but notes that the IDP costs are slightly less for SEND provision and should be revised as set out in the response.

#### (iii) Libraries and Adult Community Learning

- Provision - Welcome the references to libraries in the IDP and that these are to be collected via CIL payments. ECC would welcome discussions on how these contributions can provide improved services and on how the IDP will support ECC's Adult Community learning objectives.

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### **Economic Growth and Skills**

- Provision - Recommend the preparation of an employment skills plan for each OPA. Colleges and apprenticeship opportunities have been considered as standard costs. CCC may wish to seek indicative financial contributions to mitigate more widely on post learning provision.

### **Adult Social Care and Independent Living**

- Provision - Welcome the inclusion of specialist accommodation for a mix of groups within the IDP. Delivering an appropriate mix of accommodation will have a positive impact on the garden communities. Discussions would be welcomed.

### **Digital Connectivity**

- Provision - Reference to broadband within the IDP noted; this is considered a standard development cost so has not been included in the detail of the IDP.

### **Movement and Access**

- Evidence Base - Lack of evidence for the 2,500 dwellings beyond current plan period. Costs are indicative at this stage. An uplift in costs should be expected. Generally, the level of detail is insufficient to independently verify the accuracy of the sums at this stage. No benchmarking checks have been carried out.
- Movement – ECC note that some of the walking and cycling corridors include significant elements in the OPA areas; it is questioned whether these should not be included in the developer costs, like roads. The relative extension of the corridors should be revised to align with the prospective S278 schemes; this would mean a realignment of costs. Improvements in walking and cycling, and their costings need to be reflected in the strategy.
- Inclusion in the IDP - Unclear why some items are not included in the IDP. The premium cost of performance bonds and the cost of commuted sums should be considered; to avoid confusion it is suggested that the delivery payment/trigger columns in table 1b should be delivery/ final payment trigger.

### **Waste Management**

- Provision - Welcome reference to municipal waste within the IDP and discussions on improving services for residents.

### **Flood Risk and Drainage**

- Provision - Flood risk is included within the IDP; more detail required on the proposed drainage strategy.

### **Net Zero and Renewable Energy Generation**

- Provision - Further consideration should be given to ensuring a truly exemplar and sustainable development.

### **Environment and Green Infrastructure**

- Provision - ECC welcomes the inclusion of habitat mitigation and green infrastructure within the IDP. Trees, nature recovery network and landscaping also included.
- Net Gain - No specific costs are attributed to biodiversity net gain. Offsite net gain would likely



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require additional expenditure; it is unclear this has been taken into consideration in the IDP.

### Concluding Comments

- Principle and Collaboration - ECC welcomes the collaborative planning of the CGC. Generally supportive of the direction of the DFD and welcome the opportunity to provide further comments and input to help refine the overarching planning framework; it is critical that the framework is clear in establishing key planning principles for the whole CGC. ECC welcome further discussions with CCC and the developer consortium.
- Concerns and Issues - Support the principle of the DFD but parts require further thought. ECC have reservations about aspects of the DFD and IDP which they feel could undermine the garden community concept and objective of delivering an inclusive and well-designed place. Concerns relate (but are not limited) to climate change, walkable neighbourhoods, liveable neighbourhoods, inclusive education, community cohesion, place keeping, financial contributions and delivery and phasing.

### Essex County Council Historic Environment Branch

#### Comments

27.05.22

- General - The proposed masterplan area has a high potential to contain archaeological remains as attested by the submitted archaeological desk-based assessment, the Essex Historic Environment Record (EHER) and recent archaeological fieldwork.
- Cropmarks - Areas of cropmarks, identified through aerial photography, are present to the north, east and south-west of the proposed masterplan area, and indicate the presence of multi-period archaeological sites; where these cropmark complexes have been investigated previously, they have exposed complex archaeological landscapes and significant deposits, and it is likely that these remains extend into the area of the proposed masterplan.
- Former Quarry Activity (North-Eastern Part of the Site) - The quarrying activity at the north-eastern extent of the proposed masterplan has previously been the subject of archaeological investigation over several seasons of activity since 2003. A late Iron Age/Roman ring-ditch, prehistoric cremation burials, a Bronze Age building and a medieval field system have all been uncovered during archaeological fieldwork in advance of mineral extraction. Further archaeological remains related to these previously uncovered deposits are likely to extend further out into the masterplan area.
- Western Edge - A further archaeological investigation recently carried out at the western edge of the proposed masterplan area, consisting of a geophysical survey and a trial trenching evaluation, has exposed extensive evidence of multi-phase settlement remains. An apparently high-status Late Iron Age/Roman settlement was identified and evaluated during these works, and several other, possibly prehistoric, enclosures were identified, and have yet to be investigated.
- Pre-Planning Work - Substantial sections of the masterplan area will need to be archaeologically investigated at a pre-planning stage, in order to inform any archaeological mitigation strategies. A substantial amount of this archaeological investigation and mitigation work will be carried out in advance of, and in accordance with the previously granted consent for, the mineral extraction activity in the eastern part of the masterplan. Archaeological investigation should be carried out in advance of, and to support any, future planning applications in the remainder of the masterplan to the west.
- Historic Landscape Features - The retention of these features within the design of the masterplan should be a high-priority as set out in the desk based assessment. Multiple historic

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lanes and field boundaries survive within the masterplan area and should be included within the future design of the development as much as possible.

### National Highways

Comments
<p>11.07.22</p> <ul style="list-style-type: none"><li>• Sustainable Travel – A sustained focus on sustainable travel is required, which is reflected in the plan. The challenge will be to ensure all the facilities, services and infrastructure can come forward as intended, otherwise there is a strong possibility that measures will not be as effective as expected, leading to additional pressure on an already stressed highway network.</li><li>• EV Charging – Careful consideration will need to be given to electric vehicle charging points and the implications of current long charge times. HGV parking needs to be considered, both during the build out period and around industrial areas planned as part of the development.</li><li>• Walking and Cycling – The design should be walking and cycling friendly, including safe, secure and practical spaces for the storage of cycles and associated equipment at both ends of the journey. Thought should be given to electric scooters and delivery robots, currently being used in some parts of the country by the Coop; these do not appear to have been considered in the masterplan.</li><li>• Travel Plan – Beaulieu has had some success with its Travel Plan; this needs to be built upon. The Travel Plan must have a monitor and plan mitigation approach if it is to be successful in driving down unsustainable trips.</li></ul>

### Network Rail

Comments
<p>27.05.2022</p> <p>The developer must ensure that the development, both during construction and after completion does not:</p> <ul style="list-style-type: none"><li>• encroach onto Network Rail land,</li><li>• affect the safety, operation or integrity of the company's railway and its infrastructure,</li><li>• undermine its support zone,</li><li>• damage the company's infrastructure,</li><li>• place additional load on cuttings,</li><li>• adversely affect any railway land or structure,</li><li>• over-sail or encroach upon the air-space of any Network Rail land,</li><li>• cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future.</li></ul>

### Greater Anglia

Comments
<p>No response.</p>



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### First Bus Essex Buses Ltd

Comments
No response.

### Arriva Buses

Comments
No response.

### Essex Bridleways Association

Comments
<p>27.06.22</p> <ul style="list-style-type: none"><li>• Equestrian Use – Disappointed and frustrated by the total apparent disregard for equestrians and their requirements; no reference to the word 'equestrian' in the masterplan. The user group appears to have been afforded no apparent consideration in the plan whatsoever.</li><li>• Pedestrians and Cyclists – Great store is placed on these users but nothing for equestrians; in the interests of equality multi-user routes should be considered more widely.</li><li>• Bridleway 213_48 – The bridleway runs to the south of the proposed development and joins the boundary of the proposed development as it rises up alongside The Grove, however, there is no mention of this route in the DFD other than on the site constraints plan. The masterplan lacks imagination.</li><li>• Dukes Wood Nature Park – The Park is proposed within the north-eastern quadrant of the CGC; given this, the EBA query whether there is not an opportunity to extend Bridleway 213-48 in a north-easterly direction to give access to the Nature Park and to then continue the bridleway, or a new multi-user Public Right of Way to the lane network at the north-eastern edge of the proposed development, this giving access to the surrounding area.</li><li>• Connecting Routes – Consideration should be given to a route that would allow equestrians the ability to ride a link route from, and through the Channels Discovery Park, Park Farm Meadows and Dukes Wood Nature Park.</li><li>• Trails – The proposed green spaces are to include running, walking and cycling trails of 2km, 5km and 10km loops; could these not be multi-user and potentially incorporated within the above aspiration.</li></ul>

### The British Horse Society

Comments
No response.

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### Cycling Action Group

Comments
No response.

### Chelmer Cycling Group

Comments
No response.

### Essex Roads Cycling Group

Comments
No response.

### Ramblers Association

Comments
No response.

### Essex and Suffolk Water

Comments
No response.

### Anglian Water Services Ltd

Comments
18.07.22  Anglian Water has been working with the Consortium on a suitable drainage strategy is continuing to engage with them on a regular basis. Reference should be made to the strategic drainage strategy, for both foul and surface water, and links to each parcel feeding into this should be outlined.  Drainage conditions will be recommended to ensure the agreed strategy is delivered.



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### Environment Agency

Comments
26.07.22
No comments.

### UK Power Networks

Comments
No response.

### National Grid

Comments
28.07.22
No comments but would wish to be consulted on site specific proposals which could affect National Grid assets.

### Cadent Gas

Comments
No response.

### Homes England

Comments
No response.

### Mid Essex Clinical Commissioning Group

Comments
21.06.22
<u>Development Framework Document</u>
<ul style="list-style-type: none"><li>15 Minute Neighbourhood Approach – The approach would provide residents with access to most, if not all, of their needs within a short walk or bike ride from their home; this is supported. The location of flexible employment spaces and community facilities within neighbourhood hubs as part of this strategy will contribute to reducing car use, promoting walking and cycling and help to build community.</li></ul>

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- **Health & Wellbeing** - The consultation material sets out objectives in relation to a range of topics, and key strategies to achieve them. Successfully delivered, the principles described will support the physical and mental health and wellbeing of residents and so are welcomed.
- **New Homes** - Reference is made to homes being capable of catering for all needs and adaptable over time and 'a home for life' and inclusive and adaptable design are strategies cited; these should, so far as practicable, be applied to all homes in the new community.
- **Keyworker & Healthcare Worker Accommodation** - A need for key worker/healthcare worker accommodation exists to help address recruitment and retention difficulties that limit healthcare capacity in the area. The high cost of housing in Mid Essex causes an affordability issue for workers in the health and care sector. Provision for this type of accommodation with the Chelmsford Garden Community could contribute to addressing this issue and should be included.
- **Equality of Access** - The objective to create equal access to the natural environment, employment and education is supported; these factors are wider determinants of health that are important to include in the design of the development.
- **Community Provision** - The community section of the material identifies that each village centre, one in each of the four villages that make up the overall development, will deliver a range of community facilities which are identified in the infrastructure delivery plan (IDP).
- **Public Transport** - The ethos set out in the consultation material, that bus travel should not only be available, but will be an essential and preferable alternative to the use of the private car whilst complementary toward the need to switch to active modes of travel such as cycling and walking, is supported. Bus stops, it is agreed should be close to every home. A connected and safe network for pedestrians and cyclists is welcomed with connections to Chelmsford city centre, Broomfield Hospital and Beaulieu Train Station.
- **Green & Blue Infrastructure** - The proposal for a significant network of green, blue and wild infrastructure including 20km of multi-functional greenways and 3 new destination parks covering 150ha will help to encourage active travel and recreational activity, which are beneficial to physical and mental health and wellbeing.
- **Phased Delivery** - Delivery of the development is proposed in four phases with each phase relating to one of the four proposed villages and including a neighbourhood centre; other elements of the consultation material mention provision of a primary healthcare facility, none are shown on the phasing and delivery information, this should be rectified to include the proposed healthcare facility in one of the neighbourhood centres.
- **New Health Centre Provision** – The Health and Community Facilities Technical Appendix assesses the need for health and community facilities and concludes that the population increase proposed justifies provision of a new health centre on the development site. The form of the centre and the services to be delivered are not specified but a commitment is given to discuss this detail with the CCG. The DFD recognises that it will be necessary to consider the scale of the facility, car parking, ambulance parking and the location in relation to services, walking, cycling and public transport routes and whether the facility should be stand alone or form part of a larger community building.

### Infrastructure Delivery Plan (IDP)

- **Contributions** - The IDP includes contributions towards the provision of primary and acute healthcare capacity; it assumes contributions of £2,050,000 towards primary care, based on a floorspace calculation and £1,375,000, based on a notional contribution per dwelling, towards acute care to be made at occupation of 1,750 and 2,750 dwellings respectively, however, the IDP recognises that it is not possible to accurately determine the build cost or size of new facilities at this stage.
- **Mitigation** - The Health and Care Partnership agrees that it is appropriate for the development to mitigate its impact by contributing towards primary and acute care capacity. Discussions between the developers, CCC and the Health and Care Partnership regarding the purpose of the healthcare facilities and financial contributions and the triggers for their provision, will be



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welcomed. Flexibility in the obligations will be required, as healthcare needs, models of service delivery and costs will change over the lifetime of the development, proposed to be built between 2025 and 2044.

Given current policy and emerging models of care in the newly forming Integrated Care System, the following initial comments are submitted:

- Form of Contribution - The most appropriate financial developer contribution in relation to delivery of a health and care facility within the site is likely to be the offset of capital against the revenue costs of the lease of the premises.
- Acute Care - The inclusion of a contribution towards acute care is welcomed but, given the higher cost of providing acute over primary care capacity, the larger contribution would be appropriate for acute capacity to mitigate the impacts of the development.
- Ambulance Service Capacity – Capacity will be impacted by the development; the scale and timing of mitigation should be part of the discussion about contributions.
- Residents Service Access - Residents of residential facilities place greater demands on health and care service capacity and so their impacts require specific consideration; as well as financial contributions, mitigation should include digital infrastructure to facilitate access to medical records and collaboration with health and care services on training and developing best practice.
- Indexation - All financial contributions should be BCIS index linked.
- Timing - Triggers for contributions need further consideration.

### Concluding Comments

- Adoption of a master plan that includes design and delivery proposals that will support healthy lifestyles is welcomed. The Health and Care Partnership requests continued involvement in this process.
- The inclusion of a healthcare facility within the community and financial contributions are the most appropriate means of the development mitigating its impact on healthcare capacity. Early discussion regarding planning obligations would be welcomed.

## Essex County Fire & Rescue Service

### Comments

07.06.22

#### Access

- Access for Fire Service purposes has been considered in accordance with the Essex Act 1987 - Section 13.
- Essex County Fire and Rescue Service is not satisfied with the proposals as no plans has been provided for the Brigade to assess if the proposals meet the content of B5 of Approved Document B of The Building Regulations 2010 with regard to access for fire service vehicles and firefighting purposes. Plans should be submitted detailing compliance.

#### Building Regulations

- Building work should comply with the relevant requirements of the Building Regulations. Applicants can decide whether to apply to the Local Authority for Building Control or to appoint an Approved Inspector.
- Local Authority Building Control will consult with the Essex Police, Fire and Crime

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Commissioner Fire and Rescue Authority (hereafter called "the Authority") in accordance with "Building Regulations and Fire Safety - Procedural Guidance".

- Approved Inspectors will consult with the Authority in accordance with Regulation 12 of the Building (Approved Inspectors etc.) Regulations 2010 (as amended).

### Water Supplies

- Additional water supplies for firefighting may be necessary for this development. The architect or applicant is urged to contact Water Section at Service Headquarters, 01376 576000.

### Sprinkler Systems

- Clear evidence exists that the installation of Automatic Water Suppression Systems (AWSS) can be effective in the rapid suppression of fires. Essex County Fire & Rescue Service therefore uses every occasion to urge building owners and developers to consider the installation of AWSS. ECFRS are ideally placed to promote a better understanding of how fire protection measures can reduce the risk to life, business continuity and limit the impact of fire on the environment and to the local economy.
- A risk-based approach to the inclusion of AWSS, even when not required under the Building Regulations guidance, can substantially reduce the risk to life and of property loss. Developers are encouraged to use them to allow design freedoms, where it can be demonstrated that there is an equivalent level of safety and that the functional requirements of the Regulations are met.

## Police - Designing Out Crime

### Comments

26.06.22

Essex Police recommend adopting crime as a material consideration and the foreseeability of crime throughout the development; in doing so it will maximise upon the opportunity to apply 'Crime Prevention Through Environmental Design' (CPTED) practices.

### Proposed Masterplan Observations

Crime prevention measures will need to be designed in such a manner that they feel subliminal to the end user of the space; Essex Police would recommend that developers contemplate the following within the architectural design of the scheme:

- Access & Movement – Places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security.
- Structure – Places that are structured so that different uses do not cause conflict.
- Surveillance – Places where all publicly accessible spaces are overlooked.
- Ownership – Places that promote a sense of ownership, respect, territorial responsibility and community.
- Physical Protection – Places that include necessary, well designed security features.
- Management and Maintenance – Places that are designed with management and maintenance in mind, to discourage crime in the present and future.

Essex Police would recommend consideration of the following, having reviewed the Illustrative Masterplan:

- Bus Access Gates – Discussion of the design and specification of the bus access gates and in



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addition, that consideration may be requested for Emergency Service Access through this network.

- T2 Hangar and Romney Hut – An understanding of the intended purpose for this heritage asset to ensure that the proposed development would not be detrimental to it.
- Location of the Travelling Showpeople Site – Further consultation regarding the location, proximity and accessibility of the proposed site. Consideration needs to be given to the close proximity of the site to a subsequent proposal outside of its limits to ensure relevant consultations with Essex Police and an integrated co-existence between the site and the local community.
- Roads Policing Consultation – Having regard to the magnitude of the proposed infrastructure required to support the development, liaison should take place with the Roads Policing Team regarding any potential impact on the road network.
- Construction Considerations – Having regard to the proposed phased construction of the development, a robust security regime will be fundamental to ensure the development does not encourage crime. Security plans and policies will be required not only for the various land parcels, but offices, mechanical plant, machinery, building supplies, tools and other vehicles.

### Guiding Framework Principles

#### **Movement Strategy**

- Road Infrastructure – Welcome the commitment to embodying safety and security when designing the road infrastructure; consideration should be given to a safe system approach when designing local roads in and around the development taking account of various road user groups.
- Emergency Service Access – Consideration should be given to ensuring emergency service access is obtainable throughout the development. Emergency vehicles should be able to gain rapid access to any incident occurring within the whole development and surrounding neighbourhoods.
- Roads Policing Team – Early engagement with the DOCO and Roads Policing team is recommended to discuss the more detailed aspects of the development with the individual developers to ensure the safety of all road users.
- Bus Gates – Welcome discussions regarding the specification, operations and proposals for the bus gates to mitigate against opportunities for crime and other forms of abuse.
- Bus Stops – The principles of the Safer Bus Station Scheme should be applied to design and layout of bus stops and stations and accreditation sought. The national accreditation provides operations of stations, interchanges and coach stations with an opportunity to improve security and reduce crime and disorder.
- Mobility Hubs – The proposed inclusion of a number of hubs and the importance placed on aligning the development to neighbouring areas is acknowledged. The adoption of the 'Safer Bus Station Scheme' and safe and secure cycle storage would be welcomed.

#### **Bus Provision**

- Incentives – Welcome the opportunity to provide personal safety and crime prevention advice within the dedicated travel pack.

#### **Active Movement, Walking and Cycling**

- LTN1/20 – The application of the 'safe system approach' ensuring the safety of all road users is welcomed; it is imperative that any enforcement strategies such as parking enforcement and low speed limits are self-policing and enforceable. Emergency services should not be overburdened to overcome inadequacies in safety management, access control or enforcement.

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### **Parking, Vehicle Access and Mobility Hubs**

- Limitation of Car Use – Parking provision should not restrict emergency service access and any enforcement procedures should be detailed within policy.
- Sustainable Infrastructure – Consideration should be given to the incorporation of safe and secure facilities for alternative means of transport such as charging points, motorcycles and mobility scooters and with this, identification of a series of potential risks and opportunities for crime, should the facility be poorly designed.

### **Landscape Strategy**

- Public Realm – The importance of creating a sense of place and providing accessible services and facilities which encourage sustainable travel is acknowledged, however community spaces and the broader public realm should not become a central point for anti-social behaviour.
- Outline Planning Applications – Prior to the submission of the applications discussions are encouraged to consider:
  1. Subliminal Crime Prevention – Design of public realm spaces are designed where safety and security are subliminal to the user of the space, green and blue infrastructure and appropriate landscaping plans with regard to the use and management of the proposed public realm spaces and play areas.
  2. Landscape Considerations – Landscape provision is carefully considered across the site with the planting designed to take full account of all other opportunities for crime which it may generate.
  3. Lighting Considerations – Coordination of the landscape architect and lighting designer plans to avoid conflict between lighting and tree canopies.
  4. Materials – Careful consideration around materials used for external furniture and aesthetics eg: planters in gardens to ensure the risk is commensurate and fit for purpose ie: vandal, graffiti and arson resistant.
  5. Management and Maintenance – Development of a robust management and maintenance plan, which would be pivotal for the successful operation of the development ensuring the health, wellbeing and safety of the community and those that utilise the facilities within it. A robust layered management plan to self-police the facility and provide a level of clarification as to the means to mitigate any unwanted activity.

### **Cultural Heritage**

- Heritage & Listed Buildings – Heritage indirectly features within designing out crime to ensure that any developments are protected from crime and anti-social behaviour. Measures should be put in place at an early stage to ensure that development does not become detrimental to a heritage asset eg: an instance that once had good natural surveillance and passage of the public, becomes placed within an isolated location with little natural surveillance.

### **Open Space, Play and Sport**

- Design & Layout – Specific regard to be given to the design and layout of landscape plans, play areas, residential and public realm space to avoid it becoming conducive to crime and anti-social behaviour and to ensure it enhances the health and wellbeing of all.

### **Waste, Energy and Utilities**

- Safe Access Paths – Inclusion of safe access paths within street design to allow for future resilience to collection services and transfer of activities is welcomed to avoid the perception and fear of crime.
- Waste Storage Facilities – Facilities should consider (i) safety measures within their design, (ii)



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appropriate access and egress, (iii) medical waste storage, (iv) mitigation against excessive permeability within waste storage facilities and the (v) location of waste bins within the public realm.

- Lifespan of Materials & Waste Generation – The Secure by Design Police Preferred Products are recommended throughout all components of the building; this will meet required security standards but also assist in achieving sustainability goals as products are tested ensuring the lifecycle and span of building materials and security hardware eg; doors and windows.

### **Health and Community Infrastructure**

- Health Impact Assessment & Livewell Accreditation Scheme – The requirements for both are fully supported. Mitigation of the opportunities for crime is concerned not only with the reduction and prevention of injury and crime but also with building strong, cohesive, vibrant and participatory communities.

### **Stewardship**

- Stewardship Bodies – Imperative to address the need for a ‘capable guardian’ across the development; this can include robust physical target hardening measures such as access control systems and CCTV, to a public facing guardian, both of which amalgamate to maximise the perception of safety (for residents) whilst minimising criminal opportunity (target hardening).
- Management of Open Space and Recreational Resources – Landscape provision should be carefully considered across the scheme. Planting design to take full account of all other opportunities for crime that it may generate and be supplemented by practiced management and maintenance plans.
- Accessible Green Infrastructure and Public Realm – Appropriate plant and tree species / cultivars should be utilised and consideration given to growing conditions and heights; this extends to the development of a robust management plan with consideration of maintenance budgets from the outset.

### **Design Code and Framework**

- Design Code – The significance placed on the implementation of a Design Code is recognised; this should be viewed as an opportunity for the community to thrive and become a vibrant location for people to want to live and visit, whilst achieving an ambitious long term vision that delivers high quality and sustainable development.

## **Chapter 4 – Movement and Access**

- 4.1 Movement and Access – Connectivity, natural surveillance and territorialisation should be balanced across the development.
- 4.2 Access Points – Careful consideration to be given to the design of access and egress points as excessive permeability into both buildings or public open realm space may incur the potential for crime and anti-social behaviour.
- 4.4 Street Hierarchy and Active Travel Routes – The benefits of passive surveillance should be maximised however, when addressing safety and security in street layouts and footways, designing out crime should be viewed as a broader package of works eg: landscape design, lighting and layout of homes.
- 4.5 Cycle and Pedestrian Network – The layout, orientation and position of dwellings adjacent cycle and pedestrian routes, public rights of way and accessible routes should be considered to increase the opportunity for natural surveillance, community interaction, engagement, participation and environmental control.
- 4.7 Vehicular Parking – Vehicle parking areas should encompass various security components eg: lighting, landscaping and access and egress considerations; this will need to be reflected in

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the Design Code.

- 4.8 Cycle Parking – Consideration should be given to the security specification of external storage facilities and cycle security both for residential dwellings and communal stores.

### Chapter 5 – Built Form

- 5.10 Building Heights – Consideration should be given to access, egress and movement throughout the residential quarters, and where appropriate, compartmentalisation measures to prevent unauthorised intrusion and anti-social behaviour.

### Chapter 6 – Detailing the Place

- 6.1.1 Hard Landscape Materials – Careful consideration to be given to the materials used for external furniture and aesthetics such as seating, planters and play equipment to ensure they are risk commensurate and fit for purpose eg: vandal, graffiti and arson resistant.
- 6.1.2 Street Furniture Materials – Materials used for street furniture should reflect the crime risk assessment and consider, where appropriate, additional security measures or risk commensurate measures to ensure that any street furniture can withstand multiple crime types and anti-social behaviour inclusive of anti-skateboarding measures.
- 6.1.4 Planting Strategy – The design of all public realm spaces should balance appropriate levels of connectivity with permeability and not encourage crime and anti-social behaviour. Discussions to ensure appropriate alignment to the wider connectivity and designed public realm, ensuring spaces are designed for a safer future is encouraged. Public realm spaces should not become a central point for anti-social behaviour or any unwanted activity, thus having an adverse impact on surrounding communities.
- 6.1.7 Lighting Strategy – Safe public spaces incorporating good, consistent and well designed lighting throughout the development whilst maximising natural surveillance opportunities are encouraged. Lighting provision must provide uniform illumination with due consideration to spill of light and ecological considerations. Detailed lighting design, evidencing current relevant standards or relevant industry standards should be supplied as evidence. Landscape architects and lighting designers should coordinate their plans to avoid conflict between lighting, planting strategies, CCTV, tree canopies and conservation. A sensitive approach to lighting is required, ensuring no glare to CCTV cameras or security. Light fittings should be protected, where vulnerable, to vandalism. The size and magnitude of the scheme and its phased construction is understood however, lighting should be effective from the start and not considered in isolation of the various stages.
- 6.1.8 Wayfinding Strategy – Appropriate wayfinding such as residential signage will aid access and movement without compromising security.
- 6.2.1 Boundary Treatment Types – Boundary delineation between private and public realm space needs to be clearly defined with any open spaces displaying features, which mitigate any potential unauthorised access.

### Chapter 7 – Technical Standards

- Play Provision Strategy – Careful consideration to be given to the materials used for external furniture and aesthetics such as seating, planters and play equipment to ensure they are risk commensurate and fit for purpose ie: vandal, graffiti and arson resistant.

#### Secure By Design (SBD)

- Accreditation – Welcome all new homes, schools/academies, health provision and retail/commercial provision achieving the applicable Secured by Design accreditation. SBD ensures minimum security standards are adhered to, whilst supporting sustainability and carbon reduction agendas.



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- Carbon Cost Savings – Substantial carbon cost savings are associated with building new communities to SBD and SBD Preferred Product Standards.
- Consultation – Prior to submission of the outline planning applications, the Designing Out Crime team would welcome consultation regarding embedding designing out crime practices within the project.

## Natural England

### Comments

23.06.22

#### Development Framework Document (DFD)

- DFD – The document provides a very clear and well-structured framework for the delivery of the Chelmsford Garden Community (CGC) with a cohesive narrative from strategic level context through to design codes for specific character areas.
- Vision – The aspiration to develop *"A place to live and work alongside nature, one that integrates a symbiotic natural landscape with an enhanced and resilient ecological network"* is welcomed. The vision encompasses ambitious targets for the delivery of benefits for nature and access to nature which are also welcomed; these include an aspiration for the delivery of 20% Biodiversity Net Gain within the site, 50% of the site area to provide Blue and Green Infrastructure and a target for the new community's residents to undertake 60% of trips by non-car and active modes of travel.
- Nature Recovery - The associated Nature Recovery at CGC explains the hierarchy of priority actions that underpin the approach taken to delivering nature recovery alongside the development and explains the basis for the siting of key elements of larger-scale green/blue infrastructure within CGC, the connections between them and the access to the wider countryside. Key deliverables are ambitious: 238.5ha of green/blue infrastructure (including 108ha Dukes Wood Country Park, 32ha Channels Discovery Park, 11ha Park farm Meadows, 78ha natural and semi-natural open space).
- Mineral Extraction - Existing and planned mineral extraction operations place significant constraints on the phasing of the delivery of the CGC and dictate the order in which the 3 outline applications are likely to come forward. The mineral extraction programme is also a key determinant of the phasing of the delivery of the Green Infrastructure that will support CGC, and this is an aspect of the Masterplan that may require further exploration. The planned quantum of green/blue infrastructure (GI) is significant, however it will be important to ensure that the delivery of GI keeps pace with the occupation of the housing and the associated increase in the population of the CGC. Natural England has some concerns about the phasing of the development as set out within the Infrastructure Delivery Plan (IDP).

#### Infrastructure Delivery Plan (IDP)

- Dukes Wood Nature Park - Table 1b indicates that the most significant element of GI (Dukes Wood Nature Park) is not required to be delivered until (at the latest) 75% of the housing units within the Countryside and L & Q scheme (Zone 2) has been occupied; as a consequence of the alignment with mineral extraction activity, the Countryside and L & Q scheme is the final phase of housing development (anticipated 2040-2044), which will mean that much of the new population will be reliant on the smaller elements of GI provision (Channels Discovery Park and Park Farm Meadow) for many years. Given the scale of development proposed, the phasing would constrain the amount of GI available to and within reasonable walking distance of the residents of CGC.
- Suitable Alternative Natural Greenspace (SANG's) - The proposed phasing could also limit the

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role that CGC could play in the delivery of Suitable Alternative Natural Greenspace (SANGs) for the Habitats Sites on the Essex Coast. The Development Consortium are aware of the adopted Essex Coast Recreational Avoidance and disturbance Mitigation Strategy (the Essex Coast RAMS) and the tariff requirements of the Essex Coast RAMS SPD, however, it is noted in Table 1b that the RAMS contribution is not to be provided until (at the latest) 75% occupation of all 3 schemes, whereas the SPD seeks to secure the relevant funding "no later than on the commencement of each phase of development". The need for SANGs provision within a development is a consideration that will need to be explored through the project level Habitats Regulations Assessments to be undertaken in the context of the outline planning applications for the CGC.

### Essex Wildlife Trust Ltd

Comments
No response.

### Wilderness Foundation

Comments
No response.

### Historic England

Comments
19.08.22
<ul style="list-style-type: none"><li>• Movement – The document is excellent at describing how it intends to be cycle and pedestrian friendly and this is to be applauded, however, cars will be a feature of the new community and it is unclear how they will move around the site and where they will park. Vehicle infrastructure should be designed into the scheme from the beginning to enable it to integrate successfully and not appear as an afterthought.</li><li>• Arrangement of Development – The development is designed to face into green and public spaces, but the rears of the buildings must not be relegated to utilitarian and non-designed elevations, in particular where the development faces areas of historic interest such as opposite the Little Waltham Conservation Area.</li><li>• New Hall – The Grade I listed New Hall is surrounded by a Grade II listed Registered Park &amp; Garden. The development has been designed to integrate some of the former parkland features and field boundaries, but it could do more to recreate former boundaries and integrate these into street patterns and walkways.</li><li>• Parameter Plans – The building density Parameter Plan shows medium density housing closest to the Little Waltham Conservation Area and the Registered Park &amp; Garden at New Hall School; if the density were dropped to lower density around heritage assets, this could assist with the feel of some of their more historically rural setting.</li><li>• Process – Each outline planning application will be followed by a master planning process and accompanied by an ES containing archaeological, landscape and heritage statements; this gives opportunities to comment upon detailed heritage impacts as the applications are submitted.</li></ul>



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### Sport England Eastern Region

Comments
<p>21.06.22</p> <p>Sport England's planning objectives are to protect existing facilities, enhance the quality, accessibility and management of existing facilities and to provide new facilities to meet demand.</p> <ul style="list-style-type: none"><li>• Community Sports Facility Provision – The evidence base is contained in Policy S9 of the Chelmsford Local Plan, Strategic Growth Site Policy 6, CCC's Playing Pitch and Outdoor Sports Strategy (2016) and Indoor/Built Sports Facility Strategy (2016). The Strategy documents identify a range of existing and future deficiencies in facility provision. Given the local planning policy and evidence base context and in accordance with paragraph 98 of the NPPF, a robust local basis exists for justifying the provision of outdoor and indoor community sports facility provision within the development proposal.</li><li>• Outdoor Sports Provision – The DFD approach provides for outdoor sports through three sports hubs (page 88); involving two dedicated sports hubs in the Great Belsteads and Dukes Wood areas of the development and the shared facilities at an 'All Through School' in the Park Farm Village. The principle of the approach is welcomed as this would provide three sports hubs, each of sufficient size to offer the flexibility to respond to a range of community pitch needs and be financially sustainable. The approach also allows the sports hubs to be phased as the development is built out, which would help ensure facilities are available as the different phases of the residential development are implemented; this is pertinent in view of the expected phasing covering a 20 year period. The Illustrative Masterplan is conceptual; as such Sport England consider it inappropriate to provide detailed comments on the design and layout of the sports hubs at this stage.</li></ul> <p>The following comments would need to be considered before the masterplan is finalised and outline planning applications submitted:</p> <p><u>Outdoor Sports</u></p> <ul style="list-style-type: none"><li>• Outdoor Sports Strategy – The preparation of an outdoor sports strategy to support the outline planning applications is welcomed as this will provide a strategic framework for considering the applications; this should be prepared in consultation with Sport England, the sports governing bodies and CCC.</li><li>• Football – The proposals for football are indicative at this stage, however, the Essex County Football Association has advised that the highest priority football facility need in Chelmsford is for an additional 3G artificial grass pitch, which has been identified in both the Chelmsford Playing Pitch Strategy and the Chelmsford Local Football Facilities Plan. The proposal to provide two floodlit 3G artificial grass pitches (AGP's) on the All Through School site is welcomed, however, consideration should be given to substituting some of the grass pitch provision in the other two hubs with 3G AGP's. Future proofing the sports hubs is referenced in page 161 of the DFD; in this context 3G AGP's would be justified because the direction of travel for community football facility needs is to provide more 3G AGP's. The Great Belsteads and Dukes Wood sports hubs should be future proofed to ensure that they are suitably located to accommodate a floodlit AGP, regardless of whether a 3G AGP is provided initially. The location needs to have regard to planning and environmental considerations such as ecology, noise, lighting impacts.</li><li>• Rugby – The proposals for rugby union may be indicative however the value of providing a single rugby pitch in the Great Belsteads sports hub is questioned; unlike other sports, rugby union is an entirely club based sport and rugby clubs do not usually use remote sites, especially</li></ul>

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single pitch sites. A financial contribution towards improving the capacity of the rugby pitches at Coronation Park, where Chelmsford RFC are based would be considered more appropriate than on-site provision being made.

- Cricket – The provision of a cricket square and outfield in the Great Belsteads sports hub is welcomed. Given the current and expected future demand for additional cricket facilities within the Chelmsford area, consideration should be given to the provision of a second square at the sports hub, or at the Dukes Wood sports hub, as this would help with the all year sustainability of the sports hub. The cricket square should be supported by an artificial wicket and training nets to provide practice match and training facilities to support the natural turf square.
- Hockey – Off site provision in the form of enhancing off-site facilities at Chelmer Park would be more appropriate than additional on-site provision.
- Tennis – The provision of multi-purpose courts at the Dukes Wood sports hub is welcomed, however, provision for tennis should also be made in the development's main parks to encourage informal tennis. The All Through School multi-use games area should also be designed for community use; these measures would help allow the additional tennis needs (and the needs of other court based sports) generated by the earlier phases of the development to be met, given that the Dukes Wood sports hub would not be delivered until the later phases of the development.
- All Through School – Natural turf pitches proposed at the school for community use would need to be in addition, to the natural turf pitches proposed to meet the school's educational needs as the pitches would not have the carrying capacity for meeting educational and community needs. The outline planning applications should consider how a sports hub, shared with the all through school, would be managed as the success of the approach would be dependent on the facilities being available and suitably maintained for meeting their educational needs. The principle of the approach is welcomed however, it is requested, that this be discussed with ECC and CCC to determine whether the model can be pursued in practice. A high level options appraisal may need to be undertaken to inform this process. Should the school manage the sports hub, a formal community use agreement would be an essential requirement of any planning permission.
- Playing Field Construction and Design – Reserved matters would need to be supported by feasibility studies which assess the ground conditions of the sites and propose a suitable scheme for addressing these to ensure the sports pitches will be fit for purpose. The design and construction of the sports pitches will be expected to accord with Sport England's Natural Turf for Sport design guidance.
- Pavilions – The Dukes Wood sports hub will require a sports pavilion, as well as the Great Belsteads sports hub (page 88 of the DFD only references a pavilion at the Great Belsteads sports hub). The 'All Through School' would also need to make provision for changing rooms and ancillary facilities to support the outdoor sports facilities proposed within the sports hub. DfE Guidance in BB103 usually only makes provision for a single set of changing rooms in a secondary school site to support educational needs but separate indoor and outdoor changing facilities will be required if the school is to include outdoor sports facilities that will be dedicated for community use. The design and layout of the proposed pavilion facilities in the sports hubs will be expected to accord with Sport England's Clubhouses Design Guidance.
- Outline Planning Applications – Discussions should take place with CCC and Sport England regarding the outdoor sports facility proposals before applications are submitted so that advice can be provided and any issues addressed in advance.

### Indoor Sports Provision

- Sports Hall – The DFD (page 104) refers to the masterplan being informed by Sport England's Sports Facility Calculator, with the suggestion that a four court sports hall be provided. Clarity is required as to where the sports hall would be accommodated on site; the obvious opportunity is as part of the All Through School as the school will require access to a sports hall. The option



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would only be acceptable were the sports hall designed as a community sports hall in accordance with Sport England's design guidance rather than a school sports hall being provided in response to DfE guidance. A community four court sports hall has different dimensions to a school sports hall and different ancillary facility requirements. Community access would also need to be secured.

- Indoor Sports Facilities – No reference is made to how other indoor sports facility needs generated by the development would be met eg: swimming pools, health and fitness suites (gyms) and activity studios. The capacity of existing off-site facilities could be enhanced to address additional needs. Sport England's established Sport Facilities Calculator can help to provide an indication of the likely demand that will be generated by a development for certain facility types. The SFC indicates that a population of 13,300 (based on the estimated population referenced on page 103 of the Development Framework Document) in Chelmsford City will generate a demand for 0.95 sports halls (£2,445,018), 0.68 swimming pools (£2,678,390) and 0.21 rinks of an indoor bowls centres (£83,254). Detailed calculations are provided within a word document appended to the consultation response.
- Swimming Pool Provision – The development would generate demand equivalent to 0.68 swimming pools which is a substantial proportion of a new facility. Given the scale of the additional demand, there would be concerns over whether the existing swimming pools in Chelmsford would have sufficient capacity, to accommodate this scale of demand, together with demand from other planned major developments. The Council's Indoor/Built Sports Facility Strategy was prepared over 6 years ago and would not account for changes in demand in the intervening period, or the major change in supply associated with the recent redevelopment of the Council's Riverside Leisure Centre, which provides the principal community swimming pool in Chelmsford. CCC is requested to review swimming pool needs in Chelmsford to assess whether existing swimming pools would have the capacity to accommodate the additional demand associated with this development together with the other major developments planned in the Local Plan. One option would be the provision of a conventional sized swimming pool in the development, that could be part funded by other smaller major developments, while another option would be a neighbourhood sized swimming pool. Sport England and Swim England have recently published details of a Leisure Local concept to assist in this regard; details have been attached to the consultation response.
- Fitness Provision - A development of this scale would also justify on-site health & fitness (gyms) and activity studio provision; provision could be accommodated as a dual use facility on the All Through School site, or through a separate leisure or community facility (such as the Leisure Local concept).
- Indoor Facility Needs – Some indoor facility needs can be met in part through multi-purpose community facilities such as community halls, places of worship and pavilions. Sport England's Village and Community Halls design guidance may be helpful in this regard.

### Infrastructure Delivery Plan

- Contributions – The IDP checklist refers to indoor sport being secured through CIL; agreed on-site indoor sports provision should be secured through a planning obligation to ensure its delivery in practice.

### Other Matters

- Active Design Guidance - Sport England, in conjunction with Public Health England, has produced 'Active Design' (October 2015), a guide to planning new developments that create the right environment to help people get more active. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design which is consistent with section 8 of the NPPF. Sport England commends the use

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of the guidance in the master planning process for new residential developments. The Essex Design Guide (February 2018) has embedded the Active Design principles into guide.

- Livewell Accreditation – The development is being designed to support the health and wellbeing of residents and the developers are supportive of implementing CCC's Livewell Accreditation Scheme; this is welcomed by Sport England. The conceptual proposals set out in the document in relation to active travel, green and blue infrastructure are also welcomed. The Active Design guidance includes a checklist that can be applied to developments; it is recommended that the checklist is used in the preparation of outline planning applications. The checklist is also being incorporated into the latest Health Impact Assessment guidance prepared by ECC.

### Essex Lawn Tennis Association Attention

Comments
No response.

### England Hockey

Comments
No response.

### Essex Football Association

Comments
No response.

### Rugby Football Union

Comments
No response.

### England Cricket Board

Comments
No response.

### Local Residents

Comments
Fifteen responses have been received from local residents and neighbours. The neighbour representations include a petition signed by residents of Domsey Lane and comments from Aquila Holdings Ltd.



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The comments raised the following matters.

### Principle of Development

#### Objections

- Horrified at the prospect of thousands of houses in addition to the existing at Beaulieu and Channels. No more housing is required.
- Development is not a garden community but rather a large house estate. Chelmsford is big enough and there is no good reason to make Chelmsford any bigger.
- CCC should consider the interests of the community and not vast profits for the development industry.
- Proposal should be put to referendum of local residents.
- Impact would be widespread.
- Urban sprawl is wrong; agricultural land needs to be conserved.
- Scar on the landscape and only a benefit to the councils targets and developers pockets.
- Wrong location for the development.
- Lack of public consultation on the development.
- Wanton destruction of countryside.

#### Support

- Exceedingly well planned and balanced development incorporating plenty of green space and access to public transport; particular positive is the provision of small units suitable for business.
- Village concept is in keeping with the area.
- Support the progress being made with the Garden Community and the steps to bring it forward.

### House Design and Layout

- Solar panels should be accommodated on every roof slope.
- EV charging points for each house.
- Houses should be more spread out than the Beaulieu development.
- Development should be designed with a rural feel; unlike the current red brick and black clad buildings at Channels.

### Air Pollution

- Increased air pollution for existing residents.

### Traffic and Highways

- Traffic will increase along Braintree Road.
- Traffic issues currently at Beaulieu; development will increase traffic on Essex Regiment Way.
- No part of the plan addresses existing traffic issues in Little Waltham.
- Unclear how village bus service will be integrated into the existing infrastructure.
- RDR2 and the North-East Bypass should be required to open before construction begins on the CGC.
- No consideration has been given to the Protected Lanes; this should be reviewed.
- Traffic flow on protected lanes should not be increased.
- Traffic in Little Waltham and Essex Regiment Way should be closely monitored.
- Back Lane should be altered to make it one way.

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- Traffic causes a noise nuisance.
- Lack of supporting infrastructure including the new train station.
- Domsey Lane should be protected from additional traffic.

### Health Service

- Health service is already stretched.
- Adequate community facilities should be provided.
- Development should be self-sufficient so there is no added pressure to an already stretched NHS.

### Cycling

- Cycle networks should be provided to key developments such as the hospital and train station.
- Development should recognise the importance of being able to provide continuous networks of footpaths and cycleways.
- The Essex Regiment Way sustainable travel corridor is poor and will not encourage cycling.

### Landscape, Boundaries and Planting

- Adequate planting is required to mitigate the impact of the development.
- Treatment of boundaries with Peverels Farm should be carefully considered.
- Proposal would be disastrous to wildlife, insects, plants and trees.
- Destruction of a huge area of natural habitat

### Heritage

- DFD recognised the important heritage views, especially the views between Powers and Peverels Farm.
- Concerns over the reliance of the masterplan on land with a variety of landowners.

### Domsey Lane

- A petition on behalf of 19 of the 20 families on Domsey Lane between Channels Golf Club and Peverels Farm has been signed asking for the road to be blocked for full vehicle access prior to any new development in the area. The petition reads *'We as residents of this historic and previously quiet lane request that Domsey Lane is blocked to traffic prior to any new development in the area.'*
- The petition suggests that the road is closed at some point below Peverels Farm.
- The restriction would allow continued and safe use of the road for pedestrians, cyclists and horses.
- Relationship between Peverels Farm and the CGC is important with a number of cycle and walking routes across land associated with the farm. Connectivity across the masterplan could be limited by intervening land which does not fall within the masterplan.
- Medium density on the land around Peverels Farm is considered appropriate.
- Future land at Peverels Farm could be developed to a similar density.
- The treatment of boundaries around the masterplan area will be important to ensure connectivity.
- Important heritage views between Powers and Peverels Farm should be protected.
- Open to a collaborative approach over potential future development of Peverels Farm.



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### Aquila Comments

#### **Context**

- Aquila's specific property interest relates to the adjacent to the Masterplan area at Regiment Business Park (RBP)

#### **Proposed Development Adjacent to RBP**

- The Masterplan shows the CGC Innovation Hub immediately to the north of RBP and the accompanying illustrative plan in the Development Framework Document suggests that built development will closely approach the RBP boundary. Insufficient account taken of the nature of the uses in the northern portion of RBP, including the Waste Transfer Station, which is a protected facility in the Essex Waste Local Plan.
- The quantum of development shown would not be achievable with proper recognition of this constraint.
- Unconvinced that the form of development could be viable given the knowledge of ground conditions. Evidence base work pays scant, if any attention to ground conditions.
- CGC Innovation Hub component is an important part of the Council's Strategic economic objectives, it should be located elsewhere within the Masterplan Area to ensure its delivery.

#### **Development at Great Belsteads Village**

- The concept of a village centre, forming a point of entry to CGC from Essex Regiment Way is welcomed, however little is made of the clear locational opportunity which this presents for a wider range of uses. Non-residential village centre uses are so constrained that the range of facilities, which can be provided on either a commercial or community basis will be severely limited – if indeed if they are secured at all – reference to recent experience at Channels.
- Disappointed at the lack of recognition of the opportunity which exists to secure commercial leisure provision at Great Belsteads, which would serve both the Masterplan Area & Beaulieu / Channels on a highly sustainable basis. CCC and the Consortium will be aware that there is strong operator interest in such provision to be delivered at an early stage and this interest should surely be harnessed for the benefit of the existing & emerging community.

#### **Employment Development – General Comments**

- Adequacy of provision for the full range of employment uses with the wider CCC area in other contexts has been considered; the restricted nature & quantum of the proposed provision at the proposed Willow Hill Employment Hub can only serve to heighten this concern - particularly in light of evidence base work by BNP Paribas, which demonstrates the demand within the industrial / logistics sectors.
- The provision of local workspace is welcomed from the standpoint of SMEs and ease of physical integration; the Garden Community does not tap into this economic driver.

#### **Wider Integration to Rural Areas North-East of Chelmsford**

- The Masterplan shows an extensive network of footpaths and cycleways with the Garden Village but none linking to the north-east or eastern area. Cyclists and pedestrians from Terling or Great Leighs areas wishing to access the Garden Community or new station would have to use Waltham Road and travel through Boreham to the Boreham interchange. Any pedestrians or cyclists from Chelmsford, or the Garden Community would have to travel the same tortuous route in reverse to access the countryside. Links from, and to the Garden Village to Waltham Road and Cranham Road must be provided.
- Connection of the Police Road Traffic premises directly to the Garden Village and bypass would

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reduce the traffic on Waltham Road and Cranham Road and benefit the highway network.

### Halley Developments Ltd

#### Comments

25.07.22

- Express overall support for the DFD and their commitment to delivering the CGC.
- Support the approach towards identifying 5,500 units on the allocated site.
- Note the illustrative nature of the DFD and recognise that the exact layout of the development may vary at a later stage.
- Halley Developments are fully committed to early delivery of key infrastructure, specifically RDR2 so that development can proceed as soon as possible.

#### RDR2

- The route indicated in the DFD is considered indicative and may not follow the alignment in the DFD.
- RDR2 may vary slightly to accommodate site specific matters such as trees, ponds and site level restoration.
- Detailed matters and layout to be set out in future discussions.

#### Heritage

- Support development north of RDR2 as shown in the DFD.
- Currently undertaking analysis of the site and preparing the relevant documents.

#### Discovery Park

- Committed to the delivery of Discovery Park North.
- Overall location and layout considered to be indicative.
- Formal layout and details to be agreed at a later stage

#### Phasing

- Development of Powers Farm in the first phase between 2025-29 is fully supported.
- Aim for delivery within the first phase as indicated in the DFD.
- Imperative that there are no infrastructure impediments to prevent the delivery of the scheme.

#### Conclusion

- Principles of the DFD to be brought forward in the OPAs.



# Appendix 5

## APPENDIX B: Technical Briefing – The Treatment of Domsey Lane

# 1 Domsey Lane - Connections Proposed

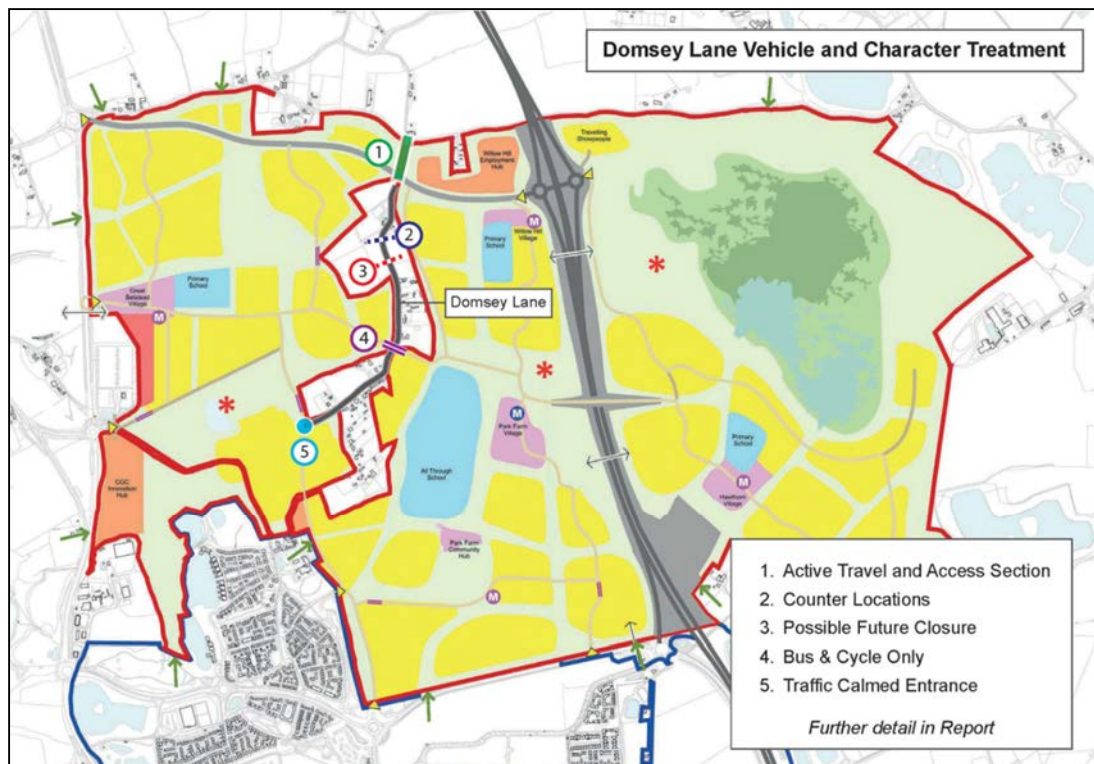
## Introduction

- 1.1 This Technical Note forms part of the Evidence Base for the DFD in terms of explaining the proposals for Domsey Lane.
- 1.2 Domsey Lane runs through the centre of the CGC, but has been the subject of detailed consideration, in terms of balancing the protection of its character, the requirement for east to west access through the CGC and the opportunities to use Domsey Lane for Active Travel Modes.
- 1.3 This Technical Note considers:
  - a) The connections proposed for Domsey Lane
  - b) The Management and Monitoring proposals

## Connections Proposed for Domsey Lane

- 1.4 The points of connection to Domsey Lane are shown in **Figure 1**. These involve:
  - At the Northern End, the interface with the Northern Radial Distributor Road (NRDR) also referred to as RDR2 – Reference 1
  - In the Centre, the interface with the East to West, Bus and Active Travel Route – Reference 4
  - At the Southern End vehicle access to limited southern parcels – Reference 5

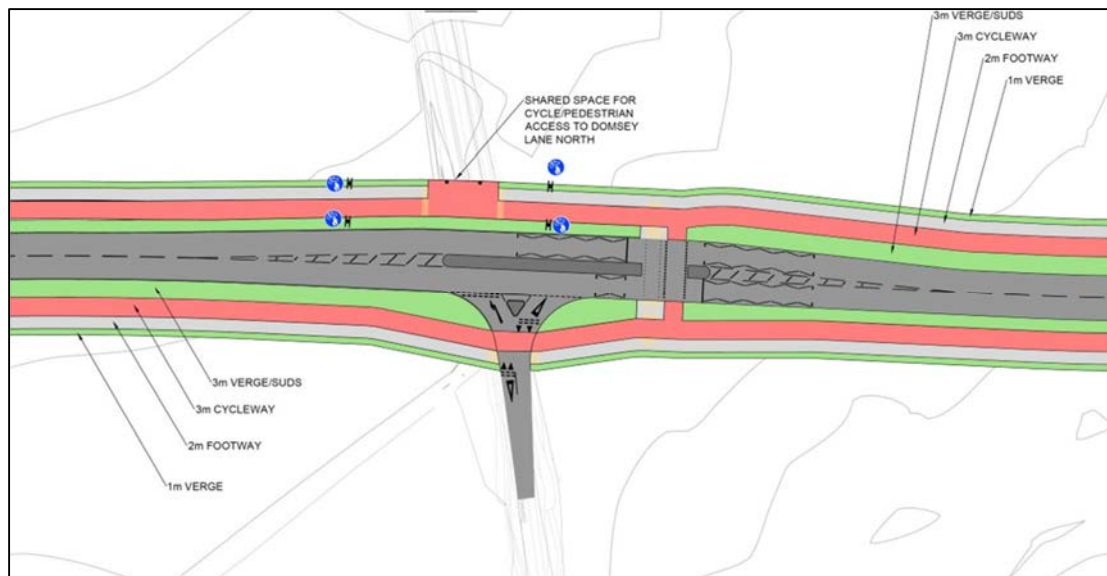




**Figure 1: Domsey Lane – Access and Character Protection**

*Interface with the NRDR (RDR2)*

- 1.5 The proposed interface with the NRDR (RDR2) is shown in **Figure 2**. The objectives of the arrangement are:
- To allow for residential and commercial access for the premises on Domsey Lane, with a restrictive left in/left out arrangements which would be unattractive for through traffic
  - To restrict the section between the NRDR and Wheelers Hill for Active Modes and premises access.
- 1.6 The left in/left out arrangement is a successful way of restricting vehicle movements when there are adjacent roundabouts, as is proposed for the NRDR.

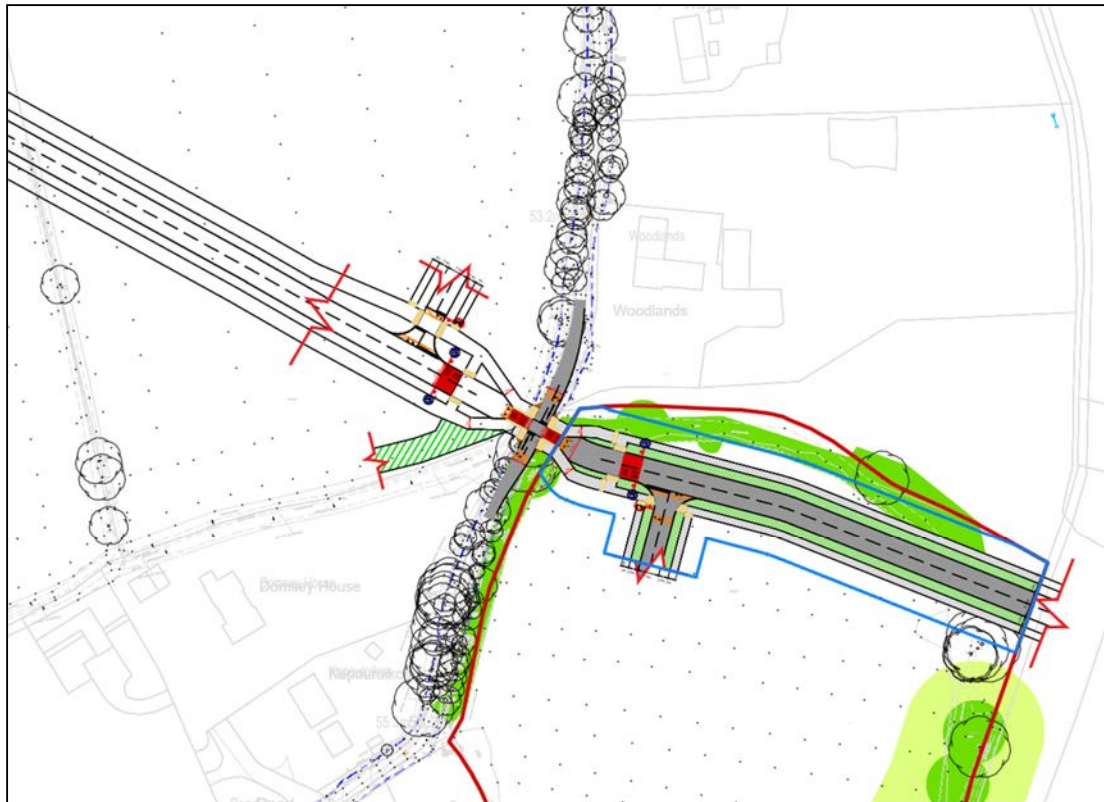


**Figure 2: Connection to the NRDR (RDR2)**

*Interface with the Central Active Travel and Bus Route*

- 1.7 The central crossing of Domsey Lane, forms a key part of a) the overall bus strategy, which will provide bus routes connecting between the new station and the Zone 2 application areas and the Zone 1 and 3 application areas and on to Broomfield Hospital and the centre of Chelmsford and b) the east to west active travel network within the CGC.
- 1.8 The final treatment of the crossing will be the subject of a future detailed application, but a detailed proving layout has been prepared, as is shown in **Figure 3**. This in particular:
  - Is designed so only Buses and Active Modes can cross Domsey Lane
  - Is designed within the available land
  - Restricts as far as possible the street furniture on Domsey Lane to protect its character. The design in particular does not include for traffic signals on Domsey Lane.
  - Is designed so that the Domsey Lane Bus Gate is capable of 'enforcement' in terms of east-west traffic





**Figure 3: East to West Bus and Active travel route crossing of Domsey Lane**

- 1.9 As stated earlier in this technical note, the final scheme will be agreed as part of the detailed application for the relevant phase of the CGC implementation. The plan provided provides a practical example of what could be implemented, cognisant of the character and functionality objectives of the proposals.

[Interface with the Southern Access](#)

- 1.10 At its southern end, Domsey Lane will have a traffic calmed entrance to seek to restrict its use for the residential and commercial uses along the road. This is shown in **Figure 4**.



**Figure 4: Domsey Lane – Southern Entrance**

- 1.11 The south end of Domsey Lane would be an Active Travel Route consistent with the overall Active Travel Plan.

#### **Management and Monitoring proposals**

- 1.12 It is considered that with the available strategic routes, the propensity to use Domsey Lane for any reason except access would be limited.
- 1.13 Notwithstanding the above, ongoing traffic counts will be undertaken to ensure there is no increase in movements and a targeted reduction in through traffic occurs. The proposed count location is shown as point 2 on **Figure 1**.
- 1.14 If there is a change in traffic, potentially a gate restricting through-movements for active travel users, emergency vehicles and refuse collection could be introduced, an example photo is shown in Figure 5. This could be implemented on a monitoring basis using an Experimental TRO.





**Figure 5: Example of Highways Gate**

- 1.15 The Mechanism for Monitoring and Amending Highways rights is well understood by ECC, the Local Highway Authority. A condition exists for development in Maldon as shown below to implement amendments through the use of a TRO.

*Prior to the completion of the Relief Road, details of the following shall be submitted to and approved in writing by the local planning authority: (a) a scheme of monitoring of the traffic conditions on Maypole Road between Holloway Road and the junction of Maypole Road with the Relief Road; and (b) details of a scheme to provide priority for buses along Maypole Road south of the Relief Road, to be delivered within the highway boundary.*

- 1.16 A similar obligation or condition could form part of the implementation of the DFD schemes.

### **In Conclusion**

- 1.17 This Technical Note forms a briefing to support the DFD. In particular it demonstrates:
- a) The Interventions proposed for Domsey Lane are designed to ensure that its traffic impacts restrict the use of Domsey Lane to residents and commercial users on Domsey lane and its visitors.
  - b) The solutions available are in keeping with the retention of the character of Domsey Lane.
  - c) There will be ongoing monitoring and although not predicted a future closure for through vehicles could be implemented if required.