

**14 March 2024 at 7pm**

**Council Chamber, Civic Centre, Chelmsford**

## **Membership**

Councillor C Adutwim (Chair)

## **and Councillors**

P Clark, J Jeapes, B Massey, M O'Brien, G Pooley, E Sampson, T Sherlock, A Sosin, A Thorpe-Apps, N Walsh, R Whitehead, S Young

Local people are welcome to attend this meeting remotely, where your elected Councillors take decisions affecting YOU and your City.

There is also an opportunity to ask your Councillors questions or make a statement. These have to be submitted in advance and details are on the agenda page. If you would like to find out more, please telephone Dan Sharma-Bird in the Democracy Team on Chelmsford (01245) 606523

email [dan.sharma-bird@chelmsford.gov.uk](mailto:dan.sharma-bird@chelmsford.gov.uk)

Recording of the part of this meeting open to the public is allowed. To find out more please use the contact details above.

# CHELMSFORD POLICY BOARD

14 March 2024

## AGENDA

### PART 1

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

#### 1. Apologies for Absence

#### 2. Declarations of Interest

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

#### 3. Minutes

Minutes of meeting on 2 November 2023

#### 4. Public Questions

Any member of the public may ask a question or make a statement at this point in the meeting. Each person has two minutes and a maximum of 20 minutes is allotted to public questions/statements, which must be about matters for which the Board is responsible. The Chair may disallow a question if it is offensive, substantially the same as another question or requires disclosure of exempt or confidential information. If the question cannot be answered at the meeting a written response will be provided after the meeting.

Any member of the public who wishes to submit a question or statement to this meeting should email it to [committees@chelmsford.gov.uk](mailto:committees@chelmsford.gov.uk) 24 hours before the start time of the meeting. All valid questions and statements will be published with the agenda on the website at least six hours before the start time and will be responded to at the meeting. Those who have submitted a valid question or statement will be entitled to put it in person at the meeting.

#### 5. Chelmsford Local Plan – Preferred Options Consultation Documents

#### 6. Urgent Business

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

**MINUTES**  
of the  
**CHELMSFORD POLICY BOARD**  
held on 2 November 2023 at 7:00pm

Present:

Councillor C. Adutwim (Chair)

Councillors, H. Clark, R. Hyland, M. O'Brien, G. Pooley, T. Sherlock, A. Sosin, A. Thorpe-Apps, N. Walsh and S. Young

### 1. Apologies for Absence

Apologies for absence were received from Cllrs P Clark, Massey, Sampson and Whitehead. Cllr H Clark substituted for Cllr Sampson and Cllr Hyland substituted for Cllr P Clark.

### 2. Declarations of Interest

Members were reminded that they must disclose any interests they knew they had in items of business on the meeting's agenda and that they must do so at this point on the agenda or as soon as they became aware of the interest. If the interest was a Disclosable Pecuniary Interest they were also obliged to notify the Monitoring Officer within 28 days of the meeting. Any declarations are recorded in the relevant minute below.

### 3. Minutes

The minutes of the meeting on 28 September 2023 were confirmed as a correct record.

### 4. Public Questions

No public questions or statements were asked at the meeting.

### 5. Publication of Revisions to the Chelmsford Local Development Scheme (LDS)

The Board considered a report detailing the revised Local Development Scheme (LDS) which was to be recommended onto Cabinet for approval and publication. The LDS set out the programme of work for the preparation of statutory and non-statutory development plan documents for the period of 2023-2028. The Board heard that the document was the Council's timetable for preparing and revising local development documents relating to the development and use of land in its area. It was also noted that the document included a scope of the local plan review and an updated timeframe for the remainder of the review process. The Board were also informed that it was a requirement to publish an up-to-date LDS and it would be a 'living' document which did not preclude further changes within the time period if deemed necessary.

In response to questions from the Board, officers noted that;

- It was important that the opportunity for comments during the Local Plan Review was maximised and a plan had been put in place with the Council's communications team to ensure this.
- They were confident that the timetable would be met as set out in the report.
- It was understood that the Government were continuing to provide funding opportunities to Parish Tier Council's for their Neighbourhood plans.
- A broken link on page 26 of the agenda pack would be resolved before publication.
- With regard to affordable homes, within normal development a provision of 35% affordable homes would be required and the Council's new evidence shows this should be formed of 23% Affordable/Social Rent, 9% First Homes and the remaining 3% shared ownership. Affordable private rent is a separate affordable product and is only delivered on Build-to-Rent schemes .

**RESOLVED** that the LDS set out in Appendix 1 to the report be recommended to the Cabinet for approval and publication.

(7.01pm to 7.17pm)

## 6. Travelling Showperson Sites Planning Advice Note

The Board considered a report that sought its approval to publish the draft Travelling Showperson Sites Planning Advice note for a 4-week technical consultation. The Board heard that the National Planning Policy Framework and Planning Policy for Traveller Sites set out that local planning authorities had a responsibility to identify and address the accommodation needs of different groups of the community, including Travelling Showpeople. The Board heard that the Essex-Wide Gypsy and Traveller Accommodation Assessment established the number of plots required within Chelmsford, and the adopted Chelmsford Local Plan had allocated 24 plots to be provided to meet the need. The Board heard that the draft Planning Advice Note sought to ensure that sites were, delivered to a high-quality standard, were suitable to accommodate the lifestyle associated with the community and able to facilitate easy maintenance and management, protecting the health and wellbeing of residents. The Board were also informed of the relevant design and layout standards and heard that the note took an advisory approach to design and delivery. It was also noted that stakeholders would be invited to provide their views and a summary of the feedback and any proposed amendments would then be taken back to Cabinet for consideration.

A member of the Board thanked officers for their hard work in producing the new Planning Advice note. They stated that it was an important piece of work and were pleased that the City Council were one of the first to be producing such a document.

In response to questions from the Board, officers noted that;

- Anyone would be able to make comments and notifications would be sent to landowners, developers, registered providers, those who had promoted sites before, existing travelling communities and the Showman's Guild of Great Britain.
- There was a distinction between travelling Showpersons and gypsy/travellers, this advice note was for travelling Showpersons, where as gypsy and travellers were accommodated on different sites due to separate requirements and needs.
- A site had been delivered on Drakes Lane foy Gypsy/Travellers with CHP colleagues which was an exemplar site and there had been lots of experiences worth codifying into a document in the future. This did not have a pressing need however, due to the site just being completed.

- The Planning Advice Note did not define who would own or reside on specific elements of the site.
- There were no set national standards so the Council had developed the advice note to meet the standards that would be expected elsewhere and clarified that the site or sites themselves would not actually be developed by the Council.
- If specific issues arose from neighbourhood plans in certain areas then they would become material planning considerations, however this document was just for setting out principles that could then be developed by third parties.
- The two masterplans that had been agreed by the Policy Board in recent years, referred to these sites but at the masterplan level these would just include basic outlines of where the sites would be. The Planning Advice Note sets out the information (including level of detail) that would be required from these schemes at later stages of the planning process.

**RESOLVED** that;

1. the draft Travelling Showperson Sites Planning Advice Note, attached at Appendix 1, be approved for a 4-week technical consultation and;
2. authority be delegated to the Director of Public Places, in consultation with the Cabinet Member for a Growing Chelmsford, to settle any final changes to the Traveller Showperson Planning Advice Note arising from the Policy Board ahead of the technical consultation, which opposition spokespersons would be notified of.

(7.18pm to 7.36pm)

## 7. Refresh of Our Chelmsford Our Plan

The Board were invited to give feedback on the ambitions, direction and priorities set out in the framework for a refresh of 'Our Chelmsford, Our Plan'. The Board heard that a refresh of the plan initially set out in 2020 had been proposed to build on the ambition for the area to be a 'sustainable and creative community at the heart of Essex, recognised as a leading regional centre and destination in the East of England'. The Board heard that the priorities identified in the plan were geared towards helping to create a 'safer, greener and fairer and more - connected place, a vibrant and appealing place where people want to live, work, study and visit'. The Board heard that once the direction and priorities had been agreed, a more detailed Action Plan would be developed to deliver the ambitions set and expected outcomes. The Board also heard that the plan would be considered and agreed at the next Full Council meeting on 6<sup>th</sup> December.

The Leader of the Council attended the meeting and provided an overview of how the plan would be refreshed to the Board. They thanked officers for drawing up the initial document and stated that it would not be a major departure from the existing one. They also stated there were now nine priorities in total across three broad themes, but with around 150 objectives sitting behind the main document. They informed the Board that it had been presented to them to give all members an opportunity to contribute ahead of a later version being presented to Full Council.

In response to questions from the Board, the Leader of the Council and officers stated that;

- A high value job was one that was well remunerated, which were often ones residents left the City to work at in London, it was hoped that more of these jobs would be in Chelmsford in the future.
- The River Crouch was included within the more detailed set of objectives behind the plan.

- It was important that the City Council continued to work with other groups and organisations within the City to help enable the aims to be reached.
- The operational objectives behind the plan were much more specific and that is where the results could be judged, as in other years these would be looked at in the future by the Overview and Scrutiny Committee. It was also important that the plan did not just look backwards and give the Council credit, but to look forward and inform residents of the direction of travel being sought.
- The document was just an initial framework to set the ambitions, directions and priorities and there would be lots of action planning to follow. It was also noted that some ambitions had been merged with others to make the plan more succinct and strategic in its language and direction.
- Working groups would be looked at soon to see which ones needed to be reinstated or reformed.

The Leader of the Council agreed to take the comments and questions raised by the Board into consideration.

**RESOLVED** that the feedback from the Board be noted.

(7.37pm to 7.58pm)

## 8. Urgent Business

There were no items of urgent business.

The meeting closed at 7.58pm

Chair



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## Chelmsford Policy Board

14 March 2024

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## Chelmsford Local Plan – Preferred Options Consultation Documents

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### Report by:

Director of Sustainable Communities

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### Officer Contacts:

Jeremy Potter, Spatial Planning Services Manager – [jeremy.potter@chelmsford.gov.uk](mailto:jeremy.potter@chelmsford.gov.uk)  
01245 606821

Claire Stuckey, Principal Planning Officer – [claire.stuckey@chelmsford.gov.uk](mailto:claire.stuckey@chelmsford.gov.uk) 01245  
606475

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### Purpose

The purpose of this report is to present the Chelmsford Local Plan Preferred Options Consultation Document and the Preferred Options Integrated Impact Assessment and to seek the Board's approval to publish them for public consultation for six weeks starting in May 2024.

### Recommendations

1. That the Board approves the publication of the Chelmsford Local Plan Preferred Options Consultation Document and the Preferred Options Integrated Impact Assessment attached at Appendices 2 and 3 of this report for public consultation in accordance with the requirements of The Town and Country Planning (Local Planning) (England) Regulations 2012.
2. That the Board notes the contents of the Issues and Options 'You Said, We Did' Feedback Report attached at Appendix 1 and approves it for publication.
3. To give delegated authority to the Director of Sustainable Communities in consultation with the Cabinet Member for a Growing Chelmsford to: (i) make any necessary minor amendments to the Chelmsford Local Plan Preferred Options Consultation Document, the Preferred Options Integrated Impact Assessment and the Issues and Options 'You Said, We Did' Feedback Report before publication; and (ii) prepare all necessary

documentation to support the planned programme of public consultation including publishing the 2023 – 2024 Strategic Housing Land Availability Assessment (SHELAA).

4. That the Board endorses the proposed approach to the Local Plan Preferred Options consultation arrangements set out in Appendix 4.

## 1. Introduction

- 1.1. This report sets out the second formal stage in the preparation of the review of the adopted Chelmsford Local Plan and seeks the Board's approval to publish for public consultation the Local Plan Preferred Options document and accompanying Integrated Impact Assessment. The Preferred Options document contains an updated local plan vision, priorities and principles and the subsequent development allocations and planning policies to meet development needs in the period to 2041 and beyond in order to guide future development growth. It also contains the Council's proposed strategy and planning policies to help address climate change and the conservation and enhancement of the natural, historic and built environment.
- 1.2. The Local Plan is an important tool in supporting delivery of the Council's strategic priorities and for continuing to deliver an effective planning service in Chelmsford. In addition, the Planning and Compulsory Purchase Act (2004), requires local planning authorities to prepare and keep an up-to-date local plan. Local plans are required to be reviewed and updated within five years of their adoption.
- 1.3. Good progress is being made with implementing the current Local Plan adopted in May 2020. Most strategic growth sites allocated in the plan have a masterplan approved by the council or underway and these are guiding the preparation and consideration of subsequent planning applications for development, many of which are currently under consideration by the council.
- 1.4. The Preferred Options Consultation Document has been prepared following ongoing work over the past 18 months including engagement with key stakeholders, service providers and Duty to Cooperate bodies, further evidence base gathering, data and research and consideration of comments raised to the Issues and Options consultation. The Preferred Options Consultation Document also reflects the City Council's corporate priorities including tackling the climate and ecological emergency, addressing the local housing crisis, strengthening our economy and job creation, and improving health and wellbeing of residents.
- 1.5. The latest national planning policy and guidance has also been used to inform the Preferred Options Consultation Document including the updated National Planning Policy Framework (NPPF) published in December 2023. Where possible, changes to the NPPF affecting plan-making have been reflected in the Preferred Options Local Plan Consultation Document including reforms to housing delivery. Other changes will be addressed at the pre-submission plan-making stage following further consideration/assessment.
- 1.6. The ongoing work has shown that although many parts of the adopted Local Plan and its policies are still sound and fit for purpose, other parts need updating because of local and national changes, updates to the evidence base or to make them more effective. This is demonstrated by monitoring and initial assessments including the Council's latest Authority Monitoring Report (AMR) published in December 2023 and assessment of the Preferred Options Local Plan against the NPPF 2023 (Local Plan Form and Content Checklist) based on a Planning Advisory Service's (PAS) Local Plan Toolkit. The preferred options plan also includes new site allocations for housing

and employment to meet growing development needs over the new plan period 2022 to 2041.

- 1.7. The responses received from consultation on the preferred options and further evidence base work will help shape the next version of the Local Plan called the Pre-Submission document. That version will be subject to a further round of consultation prior to its submission for examination to the Secretary of State. Consultation on the pre-submission document is anticipated in early 2025, in line with the Council's current adopted Local Development Scheme (LDS).

## 2. Issues and Options Consultation

- 2.1 The Council undertook initial public consultation on an Issues and Options document between August and October 2022. A wide range of responses were received to the consultation and were reported to this Board on 28 February 2023. A Feedback Report setting out the main issues raised in the comments was subsequently published.
- 2.2 The Feedback Report has been expanded to include a summary of how the Preferred Options plan has been informed by the Issues and Options consultation responses and updated plan evidence base. The report has been renamed to 'You Said We Did' feedback report and is provided in Appendix 1. This report will be updated further as additional evidence base reports are finalised ahead of the Preferred Options consultation including the Level 2 Strategic Flood Risk Assessment.

## 3. Local Plan Preferred Options Consultation Document

- 3.1 As the Council is undertaking a plan review, the Preferred Options Consultation Document is an edited and updated version of the existing adopted Chelmsford Local Plan 2020. The consultation document is a full draft plan and presented as a 'clean' version at Appendix 2 of this report. A tracked change version will also be published as a supporting consultation document, so it is clear which parts are proposed for change. This is available to view on the Council's Local Plan Review website via the evidence base tab - [Local Plan Review 2022 \(chelmsford.gov.uk\)](https://www.chelmsford.gov.uk/local-plan-review-2022).
- 3.2 Following the Issues and Options consultation, the whole adopted plan has been reviewed. However, changes have only been made to reflect for example, the previous consultation feedback, updated plan evidence base, national planning policy, new local priorities, and adopted plan monitoring data. Proposed changes include new development site allocations in addition to updated, new and deleted policies and text.
- 3.3 New policies are shown in the order they will appear in the plan and will be renumbered in the next version of the plan. The key proposals in the Local Plan Preferred Options Consultation Document are described in more detail below.

### **Strategic Priorities, Vision and Spatial Principles**

- 3.4 Chapter 3 sets out the Strategic Priorities that will be addressed through the Local Plan. There are nine Strategic Priorities which set the overall policy direction for all the strategic policies, site allocations and development management policies in the Local Plan. These include priorities for climate, growth and place.
- 3.5 The Strategic Priorities include two new priorities to bring forward action on the climate and ecological emergency, and to promote smart, active travel and sustainable transport.

- 3.6 Chapter 4 sets out the long-term Vision for the kind of place we want Chelmsford to be in 2041, as follows:

*'Guiding Chelmsford's growth towards a greener, fairer and more connected community.'*

- 3.7 The Vision has been reviewed to reflect the priorities within the Council's Our Chelmsford, Our Plan. It has been simplified and shortened to make it easier to use and is accompanied by supporting text to expand on the Vision, with added emphasis on sustainable and active travel, healthy living environments and economic growth.
- 3.8 Chapter 4 also contains the Spatial Principles, which guide how the Strategic Priorities and Vision will be achieved. The Spatial Principles are contained in Strategic Policy S1 and form a framework to ensure the Local Plan focuses growth in the most sustainable locations. They include considerations for location of development considering land use, climate and infrastructure. There have only been minor updates to these for clarification.

### **Strategic Policies and Spatial Strategy**

- 3.9 Chapters 4 to 6 contain the plan's updated and new Strategic Policies which set out the Council's approach to delivering the updated Vision and Strategic Priorities discussed above. Together, the Strategic Policies comprise the overarching plan and provide the core principles which new developments are expected to meet. Most changes to the Strategic Policies reflect national policy changes, new local Council priorities and additional growth needs over the extended plan period to 2041. The policies described below contain more substantive changes.
- 3.10 Updated Strategic Policy S2 Addressing Climate Change and Flood Risk includes extra commitments for ensuring that new development responds to the challenges of the climate emergency through zero carbon developments, maximising opportunities for active and sustainable travel and, requiring new tree planting.
- 3.11 Updated Strategic Policy S4 Conserving and Enhancing the Natural Environment incorporates additional requirements for green and blue infrastructure and nature recovery across the Council's area. New development will also be required to deliver a minimum 10% Biodiversity Net Gain (20% on Chelmsford Garden Community (Site SGS6) and East Chelmsford Garden Community (Site SGS16a)).
- 3.12 Updated Strategic Policy S6 Housing and Employment Requirements sets out the preferred development requirements over the plan period 2022-2041. This includes of total of around 19,000 new homes equating to 1,000 units per annum, 162,646sqm of new employment floorspace, between 36 and 77 Gypsy and Traveller pitches and 25 Travelling Showpeople plots. These figures have been informed by updated evidence base and data, including the Strategic Housing Needs Assessment (August 2023), Employment Land Review (December 2023) and provisional findings of the Gypsy and Traveller and Travelling Showpeople Accommodation Assessment 2023 to 2041.
- 3.13 The 2022 Issues and Options consultation document suggested a need for around 8,000 additional new homes, over and above those allocated in the adopted plan. The most recent housing supply monitoring data from the Housing Sites Schedule (April 2023) indicates a lower residual requirement of around 3,862 new homes in the period to 2041. This takes into account updated completions, adopted Local Plan allocations, permissions, windfall projections and the same supply buffer of circa 20%. The fall in the residual requirement is primarily due to an increase in sites with planning

permission and increased capacities coming forward on adopted Local Plan allocations to 2036 most noticeably at North East Chelmsford (Chelmsford Garden Community). The total number of housing completions since 2022 added to the capacity of existing adopted Local Plan allocations, planning permissions and the windfall allowance totals 18,705 homes which is 295 homes short of the 19,000 home requirement without the circa 20% supply buffer. However, historic housing delivery evidence demonstrates the need for a supply buffer, as between 2001 and 2023 there was a shortfall of 1,312 new homes built against the relevant housing requirements even with a supply buffer of 16% in the period 2001-2013 and 18% between 2013 and 2023.

- 3.14 Following the Issues and Options Consultation Document, the Council has produced a new Employment Land Review to help identify the amount and type of employment space that needs to be provided to 2041. The new employment requirements in the preferred Spatial Strategy are informed by an employment land residual shortfall of around 108,000sqm (Scenario 3 in the review).
- 3.15 Strategic Policy S7 contains the preferred Spatial Strategy. Five initial Spatial Approaches were presented in the Issues and Options consultation. Drawing on the wider plan evidence base, national planning policy and guidance, and the Issues and Options consultation responses, three hybrid Spatial Strategy approaches/options were developed for detailed technical testing during 2023. Outputs from this testing work have been used alongside other plan evidence and national policy to inform the employment and housing site allocations included within the preferred Spatial Strategy. Information on how the evidence base outputs have informed the preferred options plan is given in the 'You Said We Did' document in Appendix 1 of this report.
- 3.16 This preferred Spatial Strategy represents an evolution of the existing Spatial Strategy in the adopted Local Plan by continuing to focus new housing and employment growth to the most sustainable locations in three Growth Areas beyond the Green Belt.

### **Growth Area 1 – Central and Urban Chelmsford**

- 3.17 Overall, Growth Area 1 will deliver around 4,200 new homes and 9,000sqm of new employment floorspace. This new development will regenerate previously developed sites in Urban Chelmsford and help to meet Council objectives for strengthening and expanding the City as a major residential, employment and retail centre to build upon its past success.
- 3.18 Over 2,750 new homes will be provided on brownfield sites within Chelmsford Urban Area (Location 1) over the plan period, of which around 750 homes will be on new identified sites. 4,000sqm of new employment floorspace will also be delivered.
- 3.19 Around 1,400 new homes and 5,000sqm of new employment floorspace carried over from the adopted plan will be provided on sustainable new neighbourhoods on the edge of Urban Chelmsford. These sites at West of Chelmsford (Location 2) and East of Chelmsford (Location 3) will maximise opportunities for active travel (cycling and walking) into the City Centre through the Green Wedge. Development will also deliver benefits including green infrastructure and city greening, enhanced bus services, unlock access into the Sandford Mill Special Policy Area, improved Park and Ride to serve eastern road corridors into the City and improvements to the Army and Navy junction. Both the West and East of Chelmsford sites have approved masterplans with planning applications currently under consideration.

### **Growth Area 2 – North Chelmsford**

- 3.20 The North Chelmsford Growth Area will continue to deliver a considerable amount of new development over the plan period including over 7,800 new homes and 66,000sqm of new employment floorspace. Most of this growth, around 6,250 homes, will come forward at North East Chelmsford - Chelmsford Garden Community (Location 6) rolled forward from the adopted plan, which has an approved masterplan (Development Framework Document) and outline planning applications currently under consideration. This development will be landscape-led utilising the Town and Country Planning Association (TCPA) Garden City principles, centred around open space/leisure facilities, new employment sites and will be underpinned by a comprehensive package of new infrastructure including new schools and early years, green infrastructure, a large country park and neighbourhood centres. The site will also expand on the attractive well-designed communities at Beaulieu and Channels and be well-connected by improved road and public transport facilities and links including the new railway station currently under construction and Chelmsford North East Bypass which is being delivered in phases. There will be a requirement for a 20% biodiversity net gain over the site.
- 3.21 Growth Area 2 also includes residential allocations for around 1,500 new homes carried forward from the adopted plan at Great Leighs (Location 7) and North of Broomfield (Location 8). These will provide opportunities to contribute towards and enhance existing facilities in these villages. The allocations at Chelmsford Garden Community and North of Broomfield will also maximise opportunities for enjoyment of the Green Wedge and use for sustainable travel into the City Centre (cycling and walking).
- 3.22 Proposed additions to the adopted Local Plan are new limited small allocations on two sites of no more than 1 hectare each at Ford End (Location 14). This will help to support and sustain existing village services such as the primary school and to maintain a diverse housing supply. New employment development will also be provided through extensions to the existing Little Boyton Hall Farm, Roxwell (Location 15) and Waltham Road employment, Boreham (Location 9a). Expansion of these well-established employment sites will provide further rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of business in rural areas.

### **Growth Area 3 – South and East Chelmsford**

- 3.23 This area will see significant new growth of around 4,450 new homes and 87,000sqm of new employment floorspace over the plan period and beyond. This is in addition to a sustainable new development for the existing town of South Woodham Ferrers (Location 10) which is rolled forward from the adopted plan. The proposals at South Woodham Ferrers have an approved masterplan and a resolution to grant planning permission.
- 3.24 Around 3,000 new homes and 43,000sqm of new employment floorspace is proposed on a new garden community at East Chelmsford (Hammonds Farm – Location 16 - Site 16a) in the plan period with the site allocated capable of a further 1,500 homes in the period beyond 2041. This garden community will create a new sustainable, comprehensively planned, landscape-led development based on TCPA Garden City Principles. Its location and proximity to Chelmsford's urban area through the Green Wedge will allow opportunities for sustainable and active travel. It will deliver new and improved infrastructure to significantly increase connectivity over and under the A12

through active and sustainable travel links to key destinations including Chelmsford City Centre, Sandon (including the Park & Ride) the new Beaulieu Park Rail Station and connections to Danbury to the east. The new and improved links will help address the severance issues created by the A12. The site will have primary highway access from the A414 at the south of the site and directly from Junction 19 of the A12 to the north. Capacity improvements to the A414 and Junctions 18 and 19 of the A12 will be required. A wide range of new community services and facilities are proposed on the site including a new all-through school and new primary schools, early years and childcare nurseries, open spaces, recreation, sport and play facilities, community facilities and mixed use neighbourhood centres. The proposals include a large country park providing significantly improved public access and recreational opportunities along the Chelmer Valley river corridor and provide connections to the country park and active travel routes proposed as part of the existing development allocations at East of Chelmsford (Location 3). There will be a requirement for a 20% biodiversity net gain over the site and to reinstate lost historic landscape features. The development will further support Chelmsford's economic growth by providing significant new employment floorspace and jobs.

- 3.25 The Council's evidence base does highlight that the East Chelmsford Garden Community (Hammonds Farm) site has a moderate landscape value rating, a low to medium landscape capacity rating and overall high landscape sensitivity rating. The site has no formal landscape designation apart from the Conservation Area along the river corridor proposed to form the Country Park. On the eastern portion of the site, the A12 and 440kw National Grid powerlines have a significant impact upon the existing landscape. The allocation of a large Country Park along the river valley and protection of land to the east of Sandon Brook alongside policy requirements to reinstate historic landscape features will help mitigate the impact of the development. Landscape sensitivity and character is one of many factors to weigh-up when making a balanced decision on the location of new development. In this case, the locational and sustainability benefits due to the site's close proximity to the urban area of Chelmsford, Sandon Park and Ride, linkages to the new Beaulieu Park rail station and strategic road network together with opportunities that the site provides for active and sustainable travel, reinstatement of historic landscape features and biodiversity and the ability to create a comprehensively planned new community has informed the site's status as a preferred option.
- 3.26 A new stand-alone strategic employment site for around 43,000sqm is proposed at Land adjacent A12 Junction 18 (Location 16 - Site 16b), south of the proposed new East Chelmsford Garden Community. This will provide for a mix of employment uses including office, light industrial, general industrial and distribution uses in a sustainable location close to the strategic road network, Sandon Park and Ride with proposed links to the new rail station. The development will make an important contribution to the delivery of employment and jobs in the City Council's area over the plan-period. A new junction will be required on the A414 to access the site and active travel connectivity across Junction 18 of the A12 to the east. Capacity improvements to Junction 18 of the A12 and the A414 will be aligned with those needed for the East Chelmsford Garden Community (Hammonds Farm).
- 3.27 In addition to the above new sites, sustainable new development on two small sites of no more than 1 hectare each are identified in Bicknacre and East Hanningfield, and around 100 new homes within Danbury through the emerging Danbury Neighbourhood

Plan. These villages have primary schools, employment sites and community facilities making them suitable for more limited scale development. New housing will help to support existing village services and to maintain a diverse housing supply.

### **Summary of the Preferred Spatial Strategy**

3.28 Overall, growth identified in the preferred Spatial Strategy (S7) will be accommodated on 35 unbuilt allocated sites rolled forward from the adopted Local Plan and 17 new proposed site allocations. These are listed in Appendix A of the Preferred Options Local Plan (given in Appendix 2 of this report). All rolled forward sites represent sustainable and sound development allocations which have been previously subject to Independent Examination. As described above, new site allocations include:

- **Previously developed sites in Chelmsford Urban Area (Location 1 - Sites 1w-1bb).**
- **A new Garden Community in East Chelmsford (Location 16 - Hammonds Farm – Site SGS16a).**
- **New stand-alone strategic employment site at Junction 18 of the A12 (Location 16 - Site SGS16b).**
- **Expansion of existing employment sites north of Roxwell at Boyton Hall Farm (Location 15 - Site SGS15) and Waltham Road, Boreham (Location 9a - Site SGS9a), and**
- **Limited small-scale residential development on sites of no more than 1 hectare in size around Bicknacre (Location 11 - Sites GS11b and c), Ford End (Location 14 - Location 16 Sites GS14a and b) and East Hanningfield (Location 17 - Sites GS17a and b).**

3.29 In addition, new Gypsy and Traveller sites are proposed on the two Garden Communities (Sites SGS6 and SGS16a). The proposed housing and employment allocations are shown indicatively on the Local Plan Key Diagram and within the reasoned justification of Strategic Policy S7.

### **Other new Strategic Policies**

3.30 Four new Strategic Policies are proposed to strengthen the plan in line with the new and updated Strategic Priorities, to address gaps in the adopted plan, and respond to local and national changes since the current plan was adopted:

- **Strategic Policy S14 Health and Wellbeing seeks to ensure that future development proposals go further to support improvements in the health and wellbeing of residents and communities, promote more active and healthier lifestyles and reduce health inequalities.**
- **Strategic Policy S15 Creating Successful Places puts a greater emphasis in the plan on ensuring that new development will create successful new places where people want to live, work, visit and study including making a positive contribution to the character and appearance of the area where it is located.**
- **Strategic Policy S16 Connectivity and Travel strengthens the plan to ensure that future development proposals maximise opportunities for active and sustainable travel, facilitate a shift away from fossil fuelled powered vehicles and reduce the need for travel, and**

- **Strategic Policy S17 Future of Chelmsford City Centre seeks to ensure that new development proposals strengthen and support diversification, regeneration, improvements, and vibrancy of the City Centre.**

### **Site Allocations Policies**

- 3.31 Chapter 7 contains updated and proposed new site allocation policies for housing and employment development. These policies set out a range of site criteria that the developments would need to adhere to including the amount and type of development and site-specific infrastructure requirements. They also indicate when the developments are likely to come forward over the plan period.
- 3.32 The adopted local plan site allocations have been updated to reflect approved site masterplans, planning applications/permissions, the April 2023 housing trajectory, and updates to the policy criteria that development proposals must adhere to. Sites in the adopted plan which are now completely built out have also been deleted from the Preferred Options plan.
- 3.33 It is important to note that the site policy requirements are in addition to more generic requirements in other relevant plan policies. This includes several new and updated policy requirements including infrastructure requirements (in S9), Health Impact Assessments (in S14), contributions towards the Essex Recreational disturbance Avoidance and Mitigation Strategy (in DM16) and net zero carbon development (in DM31).
- 3.34 It should also be noted that the proposed new Garden Community in East Chelmsford (Site SGS16a - Hammonds Farm) allocates around 3,000 new homes in the period to 2041 with the proposed site allocation able to provide a further 1,500 new homes in the period beyond 2041. The timing and delivery of this further development would need to be considered as part of the next Local Plan. The total extent of the site allocated to accommodate 4,500 new homes is shown on plan 4 of the Draft Policies Map.

### **Development Management Policies**

- 3.35 Chapters 8 and 9 of the Preferred Options Consultation Document contain updated and proposed new non-strategic policies, known as 'Development Management Policies'. These cover the following topic areas/themes:
- Securing the right type of homes.
  - Securing Economic Growth.
  - Protecting the Countryside.
  - Protecting the Historic Environment.
  - Protecting the Natural Environment.
  - Delivering and Protecting Community Facilities, and
  - Making High Quality Places.
- 3.36 In addition to the Strategic Policies, these policies apply where relevant to all site allocations and any future planning applications submitted for all forms of development. They provide detailed requirements that development proposals will be assessed against at the planning application stage.

3.37 Most of the changes to Development Management policies reflect national policy changes and were proposed in the Issues and Options Consultation Document. The following policies contain more substantive changes:

- **Policy DM1 - Size and Type of Housing**
  - **Increased Accessible and adaptable dwellings M4(2) requirements from 50% to 100% on new developments of 10 or more dwellings.**
- **Policy DM2 - Affordable Housing and Rural Exception Sites**
  - **Threshold amended from 11 to 10 dwellings to meet the definition of major development in the NPPF.**
  - **Includes first homes exception sites and community-led exceptions sites.**
- **Policy DM5 - Designated Centres**
  - **Confirms acceptable uses within the Primary Shopping Area (PSA), supporting a more diverse range of uses outside PSAs and removing primary and secondary frontages, in line with the NPPF.**
  - **Updated Use Classes to reflect changes to legislation.**
- **Policy DM16 – Protection and Promotion of Ecology, Nature and Biodiversity**
  - **Includes new requirement for new development to deliver a minimum 10% Biodiversity Net Gain (or 20% on Garden Communities).**
- **Policy DM25 - Sustainable Buildings**
  - **Includes a requirement for rainwater harvesting.**
  - **Clarification of electric vehicle charging points.**
- **In addition, there is a new policy requiring new buildings to be net zero carbon in operation (DM31).**

### **Monitoring Framework**

3.38 Chapter 10 contains the Monitoring Framework for the Local Plan. This Section sets out in detail how the Council will monitor the Local Plan's success in meeting the challenges and opportunities set out in the Strategic Priorities (Chapter 3) to ensure that it is effective in delivering its objectives. Changes have been made to the Monitoring Framework to improve its use and reflect the new and updated policies in the Preferred Options plan.

3.39 Monitoring of the indicators set out in the table will be done on an annual basis and published through the Authority's Monitoring Report (AMR). The AMR is a document used by the Council to report on the performance of their adopted plans.

### **Alternative Options**

3.40 Throughout the Preferred Options Consultation Document each policy includes any 'Alternatives considered'.

3.41 National Planning Practice Guidance (NPPG) makes it clear that a Local Plan reflects sustainability objectives and has considered reasonable alternatives. The alternatives considered have been tested by the Integrated Impact Assessment (IIA), alongside the proposed policies, to help ensure that the Preferred Options plan is justified and is an appropriate strategy, when considered against the alternatives and other available and proportionate evidence.

## **Policies Map**

- 3.42 Chapter 11 presents the Draft Policies Map for the Preferred Options Local Plan. This covers the whole of the Chelmsford area, and its purpose is to illustrate sites proposed for development or protection within the consultation document.
- 3.43 Most notations on the Draft Policies Map are defined by the Council including open spaces, Employment Areas and Settlement Boundaries. A number of evidence base studies have been used to inform new and updated notations, including a Review of the Defined Settlement and Urban Area Boundaries 2024. Other amendments have been made to reflect local and national changes and new/updated policies in the preferred options plan. These include adding:
- Proposed new housing and employment sites allocations.
  - Made (adopted) Neighbourhood Plan areas.
  - Latest flood zones published by the Environment Agency.
- 3.44 The changes also include removing:
- Built-out/completed housing site allocations from the adopted plan.
  - Retail frontages which are now obsolete in national planning policy.
  - Minerals and Waste Sites which are defined by Essex County Council in separate local plans.
- 3.45 Limited small-scale residential development around Bicknacre (Sites GS11b and c), Ford End (Sites GS14a and b) and East Hanningfield (Sites GS17a and b) are shown as a symbol on the Draft Policies Map. Further work will be undertaken to determine appropriate site boundaries in the next version of the Policies Map.
- 3.46 Due to the size of the Chelmsford administrative area the Draft Policies Map is set out on a number of insets. The Draft Policies Map is embedded within the Preferred Options Consultation Document attached at Appendix 2 of this report.

## **Other Proposals**

- 3.47 In addition to the proposals set out above, the Preferred Options Local Plan includes:
- A foreword.
  - Details on the consultation process.
  - Updated statistics and information in the 'About Chelmsford' section.
  - Updated housing and Gypsy and Traveller accommodation trajectories to reflect the identified site-specific allocations.
  - Updated Development Standards in Appendix 1 to reflect the new and updated strategic and development management policies, and
  - A Glossary.

#### 4. Preferred Options Integrated Impact Assessment (IIA)

- 4.1 There is a legal requirement to carry out a Sustainability Appraisal and Strategic Environmental Assessment (SA/SEA) of Local Plan proposals, and a Habitats Regulations Assessment (HRA) of impacts from proposed development on protected sites. Following good practice, the Council has taken an integrated approach to these assessments due to the similar nature of the information being assessed. The Integrated Impact Assessment (IIA) brings together the SA/SEA and HRA, along with an Equality Impact Assessment (EqIA) and Health Impact Assessment (HIA). The IIA is attached to this report at Appendix 4.
- 4.2 The IIA is a detailed technical document, which assesses the Preferred Options Local Plan proposals and policies against a set of assessment objectives to identify any significant effects and recommend measures to mitigate these effects and enhance the positive effects. The document will form part of the Preferred Options consultation, and will be accompanied for consultation by a non-technical summary of the key findings (currently prefacing the report). Some of these key findings are as follows:
- 4.3 SA/SEA - The Strategic Priorities in the Preferred Options Consultation Document are broadly compatible with the IIA Assessment Objectives with very few incompatibilities.
- 4.4 The Strategic Policies in the Preferred Options Consultation Document are assessed as being broadly positive in delivering the Local Plan's Spatial Principles, in particular health and wellbeing, place creation, infrastructure provision, climate change and protection of the countryside. The Spatial Strategy (Strategic Policy S7) is a hybrid approach drawing on elements of the five approaches presented in the Issues and Options consultation. The preferred Spatial Strategy is considered to perform better than the five alternative approaches, and will focus new housing and employment growth to the most sustainable locations when considered against:
- National planning policy
  - Analysis of Issues and Options responses.
  - Issues and Options IIA Report
  - Local Plan Vision and Spatial Principles
  - Settlement Hierarchy
  - Environmental constraints
  - Availability/viability of land, and
  - Discussions with key stakeholders.
- 4.5 For both Strategic Priorities and Strategic Policies, any conflicts or negative impacts relate to resource issues, land take, and greenhouse emissions. However, it is considered that significant adverse effects will be largely avoided and/or mitigated through the detailed development requirements set out within the policies covering: Growth Sites, Strategic Growth Sites, Special Policy Areas and Development Management.
- 4.6 HRA - There are either no likely significant effects or no adverse effects on the integrity of any Habitats Sites, alone or in combination. This is principally due to either the absence of effect pathways or the mitigation measures previously agreed with Natural England that are being carried forward from the adopted Local Plan.

- 4.7 EqIA - It is considered that the Preferred Options Consultation Document is compatible with the duties of the Equality Act 2010, with positive effects identified for Protected Groups particularly in relation to provision of community services, accessible green space, improved air quality, meeting spaces and a range of housing types.
- 4.8 HIA - Strategic policies will help to support and progress the HIA objectives, particularly new Strategic Policy S14 (Health and Wellbeing).
- 4.9 The IIA will be further reviewed in light of the consultation responses received, which will be used to inform the next Local Plan stage, and published alongside it.

## 5. Other Key Evidence Base

- 5.1. Alongside the IIA, the Preferred Options Local Plan is informed by a wide range of evidence base documents. These include a Viability Assessment, Infrastructure Delivery Plan, Landscape Sensitivity and Capacity Assessment, Heritage Assessments, Water Cycle Scoping Study, and Level 1 Strategic Flood Risk Assessment. Outputs from further evidence base work will be used to inform the pre-submission plan including a Level 2 Strategic Flood Risk Assessment, Open Space Assessment and Detailed Water Cycle Study.
- 5.2. All evidence base used to inform the Preferred Options plan will be published online for the start of the public consultation. The 'You Said We Did' report in Appendix 1 provides more information on the plan evidence base work and how it has been used to inform the Preferred Options Consultation Document.
- 5.3. The Strategic Housing and Employment Land Availability Assessment (SHELAA) 2023 – 2024 provides a technical site assessment to help guide the Council on site allocations. It assesses new and amended sites that were not incorporated in the SHELAA 2022 -2023 assessment, using the same criteria and methodology consulted on and adopted in the 2022 - 2023 assessment, with one minor clarification in the methodology and criteria note to confirm that the desktop assessment of the suitability, availability, and achievability of each promoted site in the 2023 assessment uses the administrative area of Chelmsford City Council only.
- 5.4. The SHELAA 2023 - 2024 will be published alongside the Preferred Options Consultation Document with the approval of the Director of Sustainable Communities in consultation with the Cabinet Member for A Growing Chelmsford.
- 5.5. The call for sites process remains live all year round to provide flexibility to site promoters. The next cut off point for assessment will align with the close of the consultation on the Preferred Options Consultation Document to enable new and amended sites submitted between the 1 January 2024 and the close of the Preferred Options Consultation Document, to be assessed with all previously submitted sites against the proposed changes in the Preferred Options Consultation Document. As previously, any methodological and criteria changes to the SHELAA assessment process will be identified and reported as part of the production of the assessment. This 2023 – 2024 SHELAA will then inform the Pre-Submission Consultation Document.

## 6. Preferred Options Consultation

- 6.1. The Council is now in a position where it can publish a Preferred Options Consultation Document and Preferred Options IIA for formal public consultation under Regulation 18 of the Development Plan Regulations 2012. This represents the second stage in the preparation of a review of the adopted Local Plan, and although at this stage it will be of limited weight in Development Management decision making, it indicates the Council's intent to address future growth requirements in Chelmsford in the period to 2041 and beyond in a planned and sustainable way.
- 6.2. The purpose of the consultation is to consult and engage with the community and interested parties regarding the Council's preferred options for site allocations and planning policies to meet the identified growth requirements and the evidence base that supports them.
- 6.3. It is important to note that at this stage the local plan is still evolving, and no decisions are fixed. The Council will continue to gather and utilise the plan evidence base and engage with infrastructure providers and Duty to Cooperate bodies on the plan. It will also consider the responses to the preferred options consultation. Together these outputs will influence the next version of the plan. Therefore, the Preferred Options Consultation Document is not necessarily what the final new plan will comprise.
- 6.4. It is proposed to consult on the Preferred Options Local Plan and Preferred Options IIA for the statutory six-week period during May and June 2024. The consultation will commence after the Essex Police and Crime Commissioner election as before would not be appropriate within the statutory pre-election period.
- 6.5. The consultation will go beyond the minimum requirements of legislation and the Council's adopted Statement of Community Involvement (SCI). A range of effective communication tools and channels are proposed to be used to promote and engage as many people and organisations as possible. Promotional activities will include email/letter notifications to all those on the Council's Local Plan database, providing information on the Council's website, press releases, adverts in local publications, posters, site notices and social media. Consultation activities will include placing consultation documents on deposit at the Council's Customer Service Centre, organised stakeholder presentations, Duty to Co-operate meetings, a virtual exhibition and staffed physical exhibitions. Officers are working closely with the Council's Communications Team on its engagement approach and activities.
- 6.6. The Council will also publish several documents to support the consultation, including a tracked change copy of the adopted Local Plan to show where changes are proposed, non-technical summary leaflets, Frequently Asked Questions (FAQs) and Topic Papers. Further detail on the planned programme of consultation is set out in the Preferred Options Consultation Plan at Appendix 4 to this report. It is currently intended that the results of the forthcoming public consultation will be reported to a meeting of this Board in Autumn 2024.
- 6.7. Following this second consultation, the next stage will be to review the comments received and together with evidence, prepare a final local plan (Pre-Submission document). This will be subject to a further round of consultation in early 2025 (under Regulation 19 of the Local Plans Regulations).

## 7. Conclusion

- 7.1. Work on the preparation of the review of the Chelmsford Local Plan to cover the period up to 2041 has reached the stage where the Council can embark on the second formal round of public consultation. Officers intend to ensure that the consultation is widely publicised, and that it is supported by exhibitions and accessible consultation material to encourage a wide response from the public and stakeholders.

### List of Appendices:

**Appendix 1** – Issues and Options ‘You Said, We Did’ Feedback Report

**Appendix 2** – Chelmsford Local Plan Preferred Options Consultation Document

**Appendix 3** – Chelmsford Local Plan Preferred Options Integrated Impact Assessment

**Appendix 4** – Local Plan Preferred Options Consultation Plan

### Background Papers:

Chelmsford Policy Board on 14 July 2022, agenda Item 6 Review of Adopted Local Plan – Issues and Options Consultation

Chelmsford Policy Board on 28 February 2023, agenda Item 5 Review of Adopted Local Plan – Issues and Options Consultation Feedback

[Chelmsford City Council Adopted Local Plan](#)

[National Planning Policy Framework, December 2023](#)

[Ministerial Statement - Planning - Local Energy Efficiency Standards Update 13 December 2023](#)

[Planning practice guidance](#)

[Statement of Community Involvement, September 2020](#)

Local Development Scheme, November 2023 - available here [Local Plan Review 2022 \(chelmsford.gov.uk\)](#)

Chelmsford Local Plan Preferred Options Tracked Changes Version, March 2024 – available via evidence base tab here [Local Plan Review 2022 \(chelmsford.gov.uk\)](#)

Preferred Options evidence base reports – available via evidence base tab here [Local Plan Review 2022 \(chelmsford.gov.uk\)](#)

Preferred Options Local Plan Form and Content Checklist, March 2024 – available via evidence base tab here [Local Plan Review 2022 \(chelmsford.gov.uk\)](#)

[Authority Monitoring Report, December 2023](#) Authority Monitoring Report, December 2023

### Corporate Implications

#### **Legal/Constitutional:**

There is a need to ensure the Review of the Local Plan accords with the latest legislative requirements.

#### **Financial:**

There are no cost implications arising directly from this report. The Local Plan is being prepared using the existing agreed budget.

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

The review of the adopted Local Plan will seek to ensure new development within the administration area will contribute towards meeting the Council’s Climate Change agenda.

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

The review of the adopted Local Plan will seek to ensure new development within the administration area will contribute towards achieving a net zero carbon position by 2030.

**Personnel:**

There are no personnel issues arising directly from this report.

**Risk Management:**

There are several risk considerations associated with local plan production. These are set out in the Local Development Scheme 2023 with contingency measures.

**Equality and Diversity:**

The Public Sector Equality Duty applies to the council when it makes decisions. An Equalities and Diversity Impact Assessment forms part of the Integrated Impact Assessment for the review of the Local Plan and concludes that it will not have a disproportionate adverse impact on any people with a particular characteristic and in general will have positive or neutral impacts across a wide range of people and will be compatible with the duties of the Equality Act 2010.

**Health and Safety:**

There are no Health & Safety issues arising directly from this report.

**Digital:**

There are no digital issues arising directly from this report.

**Other:**

The Review of the Local Plan will seek to contribute to priorities in the Council's Our Chelmsford, Our Plan 2020: A Fairer and Inclusive Chelmsford, A Safer and Greener Place, Healthy, Enjoyable and Active Lives and A Better Connected Chelmsford.

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**Consultees:**

CCC – Development Management  
CCC – Economic Development and Implementation  
CCC – Legal Services  
CCC – Communications  
CCC – Spatial Planning  
ECC – Spatial Planning

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**Relevant Policies and Strategies:**

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

Adopted Local Plan 2013-2036 and supporting Supplementary Planning Documents and Planning Advice Notes  
Our Chelmsford, Our Plan (2020)  
Statement of Community Involvement (2020)  
Health and Wellbeing Plan (2019)  
Public Open Spaces Policy (2022)  
Climate and Ecological Emergency Action Plan (2020)  
Housing Strategy 2022-27 (2022)  
Homelessness and Rough Sleeping Strategy 2020-24 (2020)  
Cultural Strategy (2023)  
Plan for Improving Rivers and Waterways (2022)  
Chelmsford Green Infrastructure Strategic Plan 2018-2036

Essex Coast Recreational disturbance Avoidance and Mitigation Strategy 2018-2038  
Climate and Ecological Emergency Action Plan (2020)  
Duty to Co-operate Strategy (2022)

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## Our Chelmsford, Our Plan

The above report relates to the following priorities in the Corporate Plan:

Promoting sustainable and environmentally responsible growth to stimulate a vibrant, balanced economy, a fairer society and provide more housing of all types.

Making Chelmsford a more attractive place, promoting Chelmsford's green credentials, ensuring communities are safe and creating a distinctive sense of place.

Encouraging people to live well, promoting healthy, active lifestyles and reducing social isolation, making Chelmsford a more enjoyable place in which to live, work and play.

Bringing people together, empowering local people and working in partnership to build community capacity, stronger communities and secure investment in the city.

Chelmsford Local Plan

**Issues and Options  
Consultation Document  
You Said We Did  
Feedback Report**

March 2024

*Our Planning Strategy 2022 to 2041*

**Chelmsford**  
Local Plan 

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## Abbreviations

BNG	Biodiversity Net Gain
CCC	Chelmsford City Council
CLT	Community Land Trust
DSB	Defined Settlement Boundary
ECC	Essex County Council
EDG	Essex Design Guide
EPOA	Essex Planning Officers Association
EqlA	Equality Impact Assessment
EV	Electric Vehicle
GI	Green Infrastructure
GTAA	Gypsy and Traveller Accommodation Assessment
HAR	Heritage At Risk
HIA	Health Impact Assessment
HMO	House in Multiple Occupation
IDP	Infrastructure Delivery Plan
IIA	Integrated Impact Assessment
IWM	Integrated Water Management
LCWIP	Local Walking and Cycling Infrastructure Plan
LNR	Local Nature Reserve
LNRS	Local Nature Recovery Strategy
LPA	Local Planning Authority
LTP	Local Transport Plan
MMO	Marine Management Organisation
NCN	National Cycle Network
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance
SANG	Suitable Alternative Natural Greenspace
SGS	Strategic Growth Site
SME	Small and Medium Sizes Enterprises
SHELAA	Strategy Housing and Employment Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SHNA	Strategic Housing Needs Assessment
SRA	Specialist Residential Accommodation
SPA	Special Policy Area
SPD	Supplementary Planning Document
TCPA	Town and Country Planning Association
UAB	Urban Area Boundary

## Executive Summary

This report sets out:

- Summary of the consultation undertaken (Section 1)
- Summary of representations received (Section 2)
- The main issues raised in the representations received and summary of how the Preferred Options Local Plan has been informed by the previous comments and the plan evidence base (Section 3).

It supersedes the Issues and Options Feedback Report published in February 2023.

The Issues and Options consultation document sought to gather views on the key issues for the future growth and development of the city and potential approaches for accommodating projected growth requirements up to 2041.

### About the Consultation

A comprehensive ten-week programme of consultation took place during the extended consultation period which ran from 11 August to 20 October 2022. The consultation was promoted through a range of activities including email/letter notifications to more than 2,100 contacts registered on the Council's Consultation Portal, on the Council's website, press releases, adverts in local publications and social media. Consultation activities included placing consultation documents on deposit at the Council's Customer Service Centre, organised stakeholder presentations, Duty to Co-operate meetings, a virtual exhibition and staffed physical exhibitions.

### Summary of responses to the Issues and Options Local Plan

A total of 1,178 responses were received to the Issues and Options Local Plan consultation from 711 respondents, along with a petition of 2,202 signatures opposed to exploring a new settlement at Hammonds Farm (Spatial Approach E, within Little Baddow/Sandon parishes).

The respondents are from a wide variety of groups and individuals including residents, developers, landowners and their agents, businesses and statutory bodies such as other local authorities and Parish/Town Councils. All the comments received can be viewed on the Council's [planning policy consultation portal](#).

The consultation asked for views on the key issues and options contained within the consultation document through 66 questions. An overview of the key issues raised to key areas we consulted on are:

Strategic Priorities:

- Overall support for the draft Strategic Priorities as they are stronger, clearer and better focused
- New Strategic Priorities 1 and 2 are particularly welcomed

- Some detailed wording amendments are proposed
- Some land promoters urge a review of the Green Belt to avoid a distorted settlement growth pattern, to release sites which may be more sustainable, and to locate housing where the need arises
- Some additional Strategic Priorities are suggested including cross boundary planning, solar panels on new homes, action on empty homes, the circular economy and commitment to funding infrastructure.

#### Vision

- Supporters welcome it for being clear and concise
- Objectors consider it is too vague, unmeasurable and not Chelmsford specific enough
- Some suggest additional wording including adding in 'healthier'
- Could be more outward looking and reflect Chelmsford's role as a regional centre
- Too Chelmsford City specific
- Many support refining the adopted plan vision.

#### Spatial Principles:

- Good level of general support regarding their context, but suggestions that they should be directly measurable, more precise and have less ambiguous wording
- Many developers consider there should be a review of the Green Belt
- Many of the public thought they were admirable but unobtainable
- Some detailed wording amendments are proposed
- Some unclear of the purpose of the Spatial Principles and question if they are unnecessary duplication
- Some suggest there is a need to do more to support the rural community and economy.

#### Meeting the needs for new homes:

- General good level of support for using the standard method to calculate housing needs, having the 20% supply buffer, and for the Council to meet its own housing needs, though this needs to be clearly evidenced and explained
- Several suggest that the Council is overproviding for housing so it should consider taking some of other South Essex Authorities needs
- Limited support for affordable housing sites on the edge of Defined Settlement Boundaries as they may isolate residents
- Some consider there is a need for specific policies to address Specialist Residential Accommodation, with particular reference made to the needs of older persons
- Reasonable support for a higher housing number to help meet the needs of specific groups (including affordable housing)
- Some suggestion that 10% of the housing requirement being on small sites could be higher to support small and medium builders.

Types of location for growth and Spatial Strategy Approaches for accommodating additional future growth to 2041:

- Respondents commented on the types of location, with many focused on one of the five Spatial Approaches – with a mixed reception overall
- Growth in urban areas is supported as a sustainable approach
- Expanding allocated sites raised concerns about the ability of infrastructure to cope, although is supported for sustainability
- Growth along transport corridors received a mixed response: the A12 should be included, it can provide good access, but it may direct growth away from the city
- Development at larger villages is not supported due to impact on Danbury and South Woodham Ferrers, although sustainability is seen as more important than village size
- Development at smaller villages is not supported due to impact on small community character, access and services, although it could support local vitality
- A new large settlement is generally opposed for a wide number of reasons including landscape, environment, loss of agricultural land, impact on services and roads, lack of flexibility, potential delays in delivery; although limited support shown for a sensitive approach.

### **How the comments have been used**

The responses received to the consultation alongside ongoing discussions with infrastructure providers about their services, such as education, and completion of evidence studies covering topics including traffic modelling, landscape and flood risk have been used to help inform the Preferred Options Local Plan. The Preferred Options Local Plan also reflects national guidance and will be subject to public consultation.

## **Introduction**

The Issues and Options consultation represented the first formal stage in the preparation of the Review of the Adopted Chelmsford Local Plan. The consultation document set out the key issues for the future growth and development of the city and potential approaches for accommodating the projected growth requirements up to 2041. The consultation was undertaken in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

## **Purpose of this ‘You Said We Did’ Report**

This report sets out the consultation feedback received on the Issues and Options document and how the comments have been taken into consideration alongside the plan evidence base when preparing the Preferred Options Local Plan.

This report sets out:

- Summary of the consultation undertaken (Section 1)
- Summary of representations received (Section 2)
- The main issues raised in the responses received on the Issues and Options Local Plan (in question order) and summary of how the Preferred Options Local Plan has been informed by the responses and plan evidence base (Section 3).

The report does not summarise all the representations or identify every individual issue. It also does not provide a Chelmsford City Council (CCC) response to each individual comment. A summary is provided of what the evidence says about the topic area and an overview of how this issue is addressed in the Preferred Options Local Plan.

This report supersedes the Issues and Options Feedback Report published in February 2023.

## Section 1. Summary of Consultation Undertaken

A comprehensive ten-week programme of consultation took place during the formal consultation period. This was originally planned from 11 August to 6 October 2022, covering eight weeks, rather than the statutory six weeks, to allow extra time due to the consultation starting within the summer holiday period. The consultation period was extended by a further two weeks until 20 October following the death of Her Majesty, Queen Elizabeth II, to allow some consultation events to be rescheduled.

This programme of consultation followed (and exceeded) the requirements set out in legislation<sup>1</sup>, and the commitments in the Council's adopted Statement of Community Involvement (September 2020)<sup>2</sup>.

The package of documents published on 11 August comprised:

- Issues and Options Consultation Document; and
- Integrated Impact Assessment (subject of a separate Feedback Report); and
- Consultation Statement outlining full details about the consultation process.

This package of documents was placed on deposit at CCC Customer Service Centre, with electronic versions available to view at most Parish Council offices and local libraries.

The Council notified more than 2,100 contacts registered on its Consultation Portal. These included public, statutory agencies such as Essex County Council and Parish Councils, utility companies, businesses, interest groups, and voluntary and community bodies. Council Members and staff were also notified.

A number of consultation events were arranged:

- Four staffed exhibitions, including a Member and staff drop-in, visited by more than 80 people
- 20 days of unstaffed exhibitions
- Four pop-up displays for the whole consultation period
- A bespoke Local Plan video, attracting 850 views
- An online virtual exhibition, visited by more than 330 visitors
- A live webinar (an experimental event with 4 attendees)
- Officers also held targeted engagement with the Parish/Town Council Forum and Agent/Developers Forum, and presented at the North West Parishes Group.

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<sup>1</sup> Town and Country Planning (Local Planning) (England) Regulations 2012  
<https://www.legislation.gov.uk/ukxi/2012/767/contents>

<sup>2</sup> Statement of Community Involvement <https://www.chelmsford.gov.uk/media/byjfrq2v/statement-of-community-involvement-adopted-september-2020.pdf>

Printed/online materials and advertisements were produced as follows:

- Web page with links to key materials
- Two advertisements in a local newspaper
- Five articles in City Life (CCC's online news website), one in South Woodham Focus (independent community magazine)
- 32 social media posts
- Posters distributed to Parishes, CCC offices and leisure facilities, post offices, doctors' surgeries, churches and local shops
- Two large public car park posters
- Summary newsletter widely available, in addition to being handed out at Chelmsford and South Woodham Ferrers railway stations
- Three gov.delivery mailshots to 12,000 recipients.

A list of organisations consulted, and copies of key consultation materials are given in Appendix 1.

### **Integrated Impact Assessment of the review of the Adopted Local Plan: Issues and Options Consultation**

The Local Plan Integrated Impact Assessment (IIA) was also subject to consultation at the same time. The IIA brings various strands of assessment together, consisting of the Sustainability Appraisal, Strategic Environmental Assessment, Habitats Regulations Assessment, Health Impact Assessment, and Equalities Impact Assessment. Feedback on this document is summarised in a separate report prepared by the Council's IIA Consultants. A summary of how the representations have been used is set out in the Preferred Options IIA.

### **Call for Sites**

In addition to the Local Plan and IIA consultations, the Council undertook a Call for Sites to identify available land for consideration for future development. Around 100 further sites were submitted through this process. An assessment of the sites received is contained within the 2023 Strategy Housing and Employment Land Availability Assessment (SHELAA) published on our website.

### **How the comments have been used**

All responses have been considered in detail and used to help inform the next stage of the review Local Plan (the Preferred Options Consultation Document). This is alongside ongoing discussions with infrastructure providers about their services, such as education, and completion of evidence studies covering topics including traffic modelling, landscape and flood risk. The Preferred Options will also reflect national planning policy guidance and be subject to public consultation.

## **Section 2. Summary of Representations**

For this report, people and organisations who made a comment to the consultation are called 'respondents'.

### **Methodology**

Respondents had a choice of ways to make their comments, by:

- Answering questions included in a complete version of the consultation document published on the consultation portal
- Answering questions using a stand-alone online questionnaire published on the consultation portal
- Sending written comments in an e-mail
- Sending written comments by post.

There were 66 questions, mostly consisting of a main question with related questions seeking views and missing information, plus two monitoring questions.

Whichever method respondents used, all comments have been entered into the Council's consultation portal. Where respondents did not state which question they were answering, officers have assigned responses to the most relevant question, with miscellaneous responses being recorded against Question 62. Where a preference was invited (i.e. a yes or no answer), these have been recorded only where the respondent stated their preference. The questions for both online methods of response were identical, and have been combined for this report.

A small number of representations were received after the consultation closed, by prior agreement with officers, and these have been analysed and included in the figures in this report. In addition, five representations were considered to be 'inadmissible' due to their content. In these cases, as far as possible, the main point of the representation has been recorded minus the offending remarks.

To ensure proper consideration of issues, respondents have been divided into types depending on their interface with the Council. Some fall into more than one category, so totals may exceed the overall number of respondents. Similarly some respondents made their comments via more than one method so the totals for how comments were made is greater than the total number of comments received.

The assessment of responses will focus on the issues raised, rather than the number of representations to any individual question.

### **Overview of responses**

A total of 1,178 responses were received to the consultation from 711 respondents, along with a petition of 2,202 signatures opposed to exploring a new settlement at Hammonds Farm (Spatial Approach E, within Little Baddow/Sandon parishes).

These respondents are from a wide variety groups and individuals including residents, developers, landowners and their agents, businesses and statutory bodies such as other local authorities and Parish/Town Councils.

It should be noted that the numbers included under the ‘Key statistics’ sections in this feedback report, and the number of responses received to each question will not amount to the totals set out above as people did not have to answer every question.

Comments by respondent type:

Type of Respondent	Explanation	Number of Respondents
Duty to Co-operate (DTC) bodies <sup>3</sup>	Key bodies consulted on strategic matters, including Essex County Council, adjoining local authorities, Historic England, Natural England, Environment Agency	12
Specific bodies/groups	Parish/Town Councils, utility bodies, health and transport consultees etc	30
General and Other bodies/groups	Voluntary groups, religious groups, housing providers, businesses etc	18
Developers/landowners	Landowners, promoters of land and their agents	91
Public	Individual members of the public	560

How people made their comments:

Method of making comments	Number of Respondents	Percentage
Online consultation portal	89	12.5%
E-mail	174	24.5%
Letter	448	63%

Higher than the anticipated/normal number of letters and e-mails were received, due to comments being sent on pre-printed forms prepared by Little Baddow Parish Council, expressing opposition to exploring a new settlement at Hammonds Farm (Spatial Approach E, within Little Baddow/Sandon parishes).

All the comments received can be viewed on the Council’s [planning policy consultation portal](#).

When viewing the portal, you will see the list of recent consultation events. Events which are open for consultation show a green timeline and the word ‘open’. Those which are closed show a red timeline and the word ‘closed’.

<sup>3</sup>Duty to Co-operate Strategy, January 2022 <https://www.chelmsford.gov.uk/media/4e5awghr/duty-to-co-operate-strategy-january-2022.pdf>

To view comments, you need to:

- Choose the event you would like to view comments for
- Select 'learn more' to open the event page
- Click on the 'what people say' tab to display a list of all the comments
- You can read all comments, or sort by name or date we received them
- Where additional information such as reports or maps were submitted with a comment, these are listed at the end of the comment in PDF format, and can be viewed or downloaded.

Responses to questions included in the complete version of the full document are prefixed I&O22.

Responses to the stand-alone questionnaire are prefixed I&OQ22.

You can [find out more about using the consultation portal in our guidance notes](#).

### Monitoring questions

Two optional monitoring questions were included in the consultation. This was to help us understand the reach of the consultation and inform future engagement activities.

Optional Monitoring Question	Number of Responses	Yes	No
OM1. Are you a resident within the Chelmsford City Council area?	65	44	21

If yes, please select the settlement which you live in or near	Number of Reps
Bicknacre	2
Boreham	4
Broomfield	0
Chatham Green	0
Chelmsford Urban Area	14
Danbury	2
Downham	0
East Hanningfield	0
Edney Common	0
Ford End	1
Galleywood	0
Good Easter	0
Great Leighs	1
Great Waltham	1
Highwood	0
Howe Green	0
Little Baddow	7
Little Waltham	0
Margaretting	0
Ramsden Heath	1

If yes, please select the settlement which you live in or near	Number of Reps
Rettendon Common	1
Rettendon Place	0
Roxwell	0
Runwell	0
Sandon	0
South Woodham Ferrers	5
Stock	0
West Hanningfield	0
Woodham Ferrers	1
Writtle	2
Other (including Great Baddow, Newlands Spring, out of CCC area representing client)	9

<b>Optional Monitoring Question OM2</b>	<b>Percentage</b>
How did you hear about the consultation?	
CCC Website	20%
Social media	9%
Word of mouth	12%
Newspaper advert	2%
Parish Council website/newsletter	11%
Poster	0%
Attended a Local Plan exhibition	6%
Local Plan Newsletter	8%
Direct notification email/letter	26%
Other (including joint working, representing client)	6%

## Section 3. Main Issues Raised in Consultation Responses

A brief overview of the content of each section of the consultation document is set out below. This is followed by a summary of the feedback received to each question. After that, two tables are provided which summarise firstly how the Preferred Options Local Plan has been informed by the plan evidence base and secondly the Issues and Options consultation responses. The full evidence base can be viewed at [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review).

It is important to note that the report does not summarise all the representations received or identify every individual issue. It also does not provide a Chelmsford City Council (CCC) response to each individual comment.

Key statistics are included at the top of each section. Where relevant these include the number of yes/no responses to each question and the number of written comments received to each question.

### **Part 2 Context**

This section of the consultation document sets out the background to the plan review including a summary of the changes that have happened since the Local Plan was adopted in 2020 and the key challenges and opportunities to address over the reviewed plan period to 2041.

Key statistics:

<b>Question</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>	<b>Total number of responses</b>
<b>1. Do you agree with the challenges and opportunities identified for the review of the adopted Local Plan? If not, please explain why. Where possible, please support your answer with reference to any evidence.</b>	51	15	64	130

Summary of Specific and DTC consultees comments:

- Agree with the challenges and opportunities identified (Braintree District Council, Mid and South Essex Integrated Care Board (ICB), Anglian Water Services Ltd, Essex County Council)
- Another challenge is securing enough water and sewerage provision in an area which is dry (Braintree District Council)
- Agree with the need to build stronger communities with community infrastructure and improved health and wellbeing outcomes (Mid and South Essex Integrated Care Board (ICB))
- Updated evidence base and a Water Cycle Study will help inform the spatial distribution of growth (Anglian Water Services Ltd)

- Welcome a whole life carbon assessment to inform the spatial distribution of development, including the infrastructure required to support it (Anglian Water Services Ltd)
- Supportive of policy targets relating to climate change and the effective and efficient use of water resources (Anglian Water Services Ltd)
- Support many of the aims including addressing the affordable housing crisis and economic change, increasing biodiversity, incorporating sustainable and active travel and improving health and wellbeing as these align with Essex County Council (ECC) Strategies (Essex County Council)
- Consider the future vision set out in the Government's Build Back Better High Streets (Essex County Council)
- Look at the impact of home working on existing office space in the city centre (Essex County Council).

#### Summary of General Consultees Comments:

- Support (Newland Spring Residents Association).

#### Summary of Developer/Landowner/Agent Comments:

- Support for the challenges and opportunities identified (Wates Developments Limited, Bellway Homes Ltd, Bellway Strategic, Richborough Estates, Chris Buckenham, The Bucknell Family, Bolton, S&D, Gray & Sons, Dandara Eastern, Mr Alexander Micklem, Grosvenor Property UK and Hammonds Estates LLP, Cliffords Group and Mr Mark Peters, Pigeon (Sandon) Ltd, Dandara, Dominvs Group, Taylor Wimpey)
- National Planning Policy Framework (NPPF) encourages policies and vision to look at the next 30 years so the Local Plan and Vision should look beyond 2041 (Chris Buckenham, Mr Alexander Micklem)
- Development should be sited in the most sustainable locations particularly in respect of access to major roads, public transport, walking/cycle links, local facilities and green infrastructure (Wates Developments Limited, Bellway Strategic, Bolton, S&D)
- Development should take advantage of the forthcoming infrastructure being delivered as part of the current Local Plan (Wates Developments Limited)
- Encourage growth across all sustainable settlements which would support existing services and facilities in those locations (Dandara Eastern)
- Important to encourage development in rural villages and communities so that they do not stagnate or decline (Croudace Homes)
- Should develop brownfield sites (London & Cambridge Properties Limited)
- Opportunity for large developments which straddle the boundary of neighbouring authorities (Richborough Estates)
- There should be an increased emphasis since the pandemic on growing a strong local economy and employment opportunities (The Bucknell Family, Gray & Sons, Pigeon (Sandon) Ltd)
- Plan should be flexible and be able to react to changes in economic conditions and growth in different employment sectors (Pigeon (Sandon) Ltd)
- Welcome the attention on the future role of the city centre (Dominvs Group)

- There are opportunities to integrate development into existing and planned green and blue infrastructure (Obsidian Strategic Asset Management Ltd)
- Development provides the opportunity to enhance habitats and provide biodiversity net gain (BNG) (Obsidian Strategic Asset Management Ltd)
- Need to consider the impact of flooding on the city centre presented by climate change (Vistry Group)
- There are opportunities for enabling development to facilitate key infrastructure which could alleviate the flood risk (Vistry Group)
- More assessment is needed about how the Council will provide Specialist Residential Accommodation (Mrs Mary Rance, Inspired Villages).

Summary of Public Comments:

- Agreement with the challenges and opportunities identified
- Support emphasis on the climate and ecological emergency
- Concerns about the extra housing numbers required which is not in line with addressing climate change and could have a negative impact on wildlife and countryside
- Current infrastructure cannot cope including roads such as the A12
- Need to acknowledge the energy crisis
- Affordable homes need to be affordable
- Build quality should exceed building regulations requirement
- Should be less focus on cycle ways
- London and airports need to be more accessible by road
- Add provision for social activities/facilities for young people
- Securing enough finance is a challenge/constraint
- Identify efficiency savings as a challenge or opportunity
- Growth is an opportunity to improve services and reduce costs
- Not enough emphasis on retaining linked up woodland and countryside to other services and infrastructure severing parts of the countryside
- Need to increase focus on improving biodiversity
- Need to build the infrastructure for the current population and projected growth first
- Concerns over the increase in traffic on health and wellbeing
- Development should be located where transport links and infrastructure are already in place and not in locations physically disconnected from Chelmsford.

**Our evidence says**

The Preferred Options Local Plan has been informed and supported by a number of evidence base studies including the Preferred Options Integrated Impact Assessment (IIA), Employment Land Review 2023, Water Cycle Study 2024 and Strategic Flood Risk Assessment 2024. The evidence base assists in identifying the challenges and opportunities for the plan such as opportunities for investment in infrastructure, economic growth, environmental benefits and access to services when identifying suitable locations for development.

The Preferred Options IIA 2024 considers that the preferred Spatial Strategy will focus new housing and employment growth to the most sustainable locations

### **Our evidence says**

when considered against national planning policy, analysis of responses to the I&O, environmental constraints, discussions with key stakeholders, availability/viability of land, the settlement hierarchy, and draft Vision/Spatial Principles. It also finds that many of the policies within the Preferred Options Local Plan would have positive impacts when assessed against the SA objectives. It is not considered proportionate or necessary to undertake a carbon impact assessment in addition to the IIA (and there is also no requirement to undertake this). The Local Plan and the IIA are considered to be in accordance with guidance on carbon impact assessment.

### **The Preferred Options Local Plan**

New policy requirements for biodiversity net gain have been added within the Preferred Options Local Plan including to Policy DM16 (Protection and Promotion of Ecology, Nature and Biodiversity).

The Spatial Strategy has been tested against a number of factors including transport impact and infrastructure requirements.

There is improved climate change resilience within the Local Plan including references to delivering net-zero carbon emissions (DM31 Net Zero Carbon Development (In operation), integrated and stand-alone renewable energy generation (Strategic Priority 1) and rainwater harvesting (DM25 Sustainable Buildings).

Strategic Priorities have been amended and new priorities added within the Preferred Options Local Plan - more details are provided in the responses to Q3.

The Preferred Spatial Strategy includes a variety of small sites, brownfield sites and larger greenfield sites – more details are provided in the responses to Q62.

## **Part 3 Vision**

This section of the consultation document proposes a high-level Vision setting out what is important for Chelmsford and how change will be managed in the future.

Key statistics:

<b>Question</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>	<b>Total number of responses</b>
<b>2. Do you agree with the proposed new Vision? If not please give the reasons for your answer.</b>	37	24	53	114

Summary of Specific and DTC consultees comments:

- Support for the proposed Vision (Basildon Borough Council, Essex County Council, Braintree District Council, Rochford District Council, Sandon Parish Council, Broomfield Parish Council)
- Is clear, has ambition and translates well through the plan policies (Uttlesford District Council)

- Aligns with the County's plan for levelling up the County 2021-2025 - Everyone's Essex (Essex County Council)
- Add in 'healthier' in line with other council strategies and to better reflect Section 8 of the NPPF (Sport England)
- Add in 'healthier' and consider adding in 'sustainable' (Mid and South Essex Integrated Care Board (ICB))
- Should be more outward looking and reflect that Chelmsford is a city which acts as an important centre within the region (Braintree District Council)
- Recommend the plan includes greater clarity and certainty on what the vision means through a detailed suite of Strategic Priorities and/or objectives (Rochford District Council)
- Is concise, but should provide a clearer direction which embeds the Strategic Priorities and addresses the climate and ecological emergency (Anglian Water Services Ltd)
- Says very little and is too Chelmsford focused; it should refer to South Woodham Ferrers and the surrounding villages (South Woodham Ferrers Town Council)
- Amend to 'Guiding Chelmsford's adaptation and growth.....' to give a focus on preserving and improving what already exists (Great Waltham Parish Council)
- Support a Vision that amongst other matters will improve the most deprived communities, focus new development in areas with infrastructure investment and protect the highest quality agricultural land (Chignal Parish Council).

#### Summary of General Consultees Comments:

- Support for the proposed Vision (Newlands Spring Residents Association, North West Parishes Group)
- Making the best use of existing and planned transport infrastructure will be critical to achieving the new Vision (North West Parishes Group)
- Too short, vague and unmeasurable; a better Vision would be 'To lead our County as the Capital of Essex, making Chelmsford a greener, fairer and more connected community, fusing beautiful Countryside and thriving agriculture, with our vibrant and prosperous Green city.' (Save Sandford Mill Campaign).

#### Summary of Developer/Landowner/Agent Comments:

- Support/agreement for the proposed Vision - comments include it is more concise, aspirational and achievable (Taylor Wimpey, Grosvenor Property UK and Hammonds Estates LLP, London & Cambridge Properties Limited, Stonebond Properties (Chelmsford) Ltd, Dandara, Dandara Eastern, W & H Marriage & Sons Limited, Writtle University College)
- Welcome that it is more applicable to the entire Chelmsford City Council plan area (Dandara, Dandara Eastern)
- It should reflect the adopted Local Plan Vision which is clearer and more comprehensive (Pembridge Land Group, Vistry Group, Chelmsford Garden Community Consortium)
- Adopted Local Plan better reflects Chelmsford's role as a key centre (Pembridge Land Group, Rosehart Properties Ltd)

- Inadequate e.g. too brief, meaningless, lacks detail, not measurable (Rosehart Properties Ltd, Bellway Strategic, Bellway Homes Ltd, Wates Developments Limited, Edward Gittins Associates, Pembridge Land Group, Vistry Group, Richborough Estates, Hill Residential Ltd)
- Poorly reflects the proposed Strategic Priorities (Rosehart Properties Ltd, Pembridge Land Group, Wates Developments Limited)
- Not underpinned by relevant and up-to-date evidence (Bellway Strategic, Bellway Homes Ltd, Richborough Estates)
- Inconsistent/contrary to the NPPF (Bellway Strategic, Bellway Homes Ltd, Richborough Estates, Greystoke GB)
- Should acknowledge that development needs are to be met in full over the plan period (Richborough Estates)
- Expand to include 'more sustainable' to better reflect the NPPF and put sustainability at the heart of the plan (Croudace Homes)
- The Vision should refer to other settlements, not just Chelmsford City itself (Obsidian Strategic Asset Management Ltd, Hill Residential Ltd)
- Add to end of Vision '...through locally agreed Strategic Priorities.' (Wates Developments Limited)
- Alternative wording suggested to focus on making the whole Plan area more self-contained and sustainable and not simply concerned with future growth (Edward Gittins Associates)
- Various comments suggesting that their proposed development sites will accord with the proposed Vision.

#### Summary of Public Comments:

- Both support and disagreement for the proposed Vision
- Some support expressed for retaining/updating the adopted Local Plan Vision
- Use of 'fairer' is unclear and subjective
- 'Connected Communities' implies cars are bad but public transport is not always feasible or affordable
- Should be greater emphasis on retaining natural environments and the countryside
- Vague, meaningless and not supported by evidence
- Unclear if deliverable and what will be achieved by 2041
- Support improvements/regeneration of the city centre/town centres
- Support development of brownfield land over greenfield land
- Support economic development, jobs growth and inward investment
- Support high quality homes
- Support green initiatives and biodiversity
- No mention of the requirement to improve council efficiency and effectiveness.

<b>Our evidence says</b>
The supporting text reflects the local priorities in the Council's corporate plan <a href="#">Our Chelmsford, Our Plan</a> .
National Policy - The NPPF requires that plans provide a positive vision for the future of their area (Paragraph 15).

## The Preferred Options Local Plan

The revised Vision is unchanged from the Issues and Options Consultation Document as it continues to be consistent with the simplified approach.

The Issues and Options Plan did not contain the expanded supporting text which now appears in the Preferred Options Local Plan. This covers many of the topics raised by consultees, within its supporting bullet points, including reference to South Woodham Ferrers, the regional economy, and climate change. Added emphasis has been given to sustainable and active travel, healthy living environments and economic growth.

### **Part 4 Our Strategic Priorities**

This section of the consultation document considers the Strategic Priorities which are the key priorities that the Local Plan is based on.

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>3. Do you agree with the proposed updates to the Strategic Priorities? If not please give the reason for your answer.</b>	68	26	104	198

Summary responses are listed under the Strategic Priority they relate to, followed by other comment for each consultee group. The abbreviations in the sub-headings below relate to the Strategic Priorities as follows:

<b>SP1</b>	Strategic Priority 1	Addressing the Climate and Ecological Emergency
<b>SP2</b>	Strategic Priority 2	Promoting smart, active travel and sustainable transport
<b>SP3</b>	Strategic Priority 3	Protecting and enhancing the natural and historic environment, and support for an increase in biodiversity and ecological networks
<b>SP4</b>	Strategic Priority 4	Ensuring sustainable patterns of development and protecting the Green Belt
<b>SP5</b>	Strategic Priority 5	Meeting the needs for new homes
<b>SP6</b>	Strategic Priority 6	Fostering growth and investment and providing new jobs
<b>SP7</b>	Strategic Priority 7	Creating well designed and attractive places, and promoting the health and social wellbeing of communities
<b>SP8</b>	Strategic Priority 8	Delivering new and improved infrastructure to support growth
<b>SP9</b>	Strategic Priority 9	Encouraging resilience in retail, leisure, commercial and cultural development

## Summary of Specific and DTC consultees comments:

- Support for the draft Strategic Priorities (Essex County Council, Natural England, Basildon Borough Council, Rochford District Council, Brentwood Borough Council, Anglian Water Services, Essex Police Fire and Crime Commissioner, Mid and South Essex Integrated Care Board (ICB), Sport England, South Woodham Ferrers Town Council, Newlands Spring Residents Association, East of England Ambulance Service NHS Trust).

### **SP1**

- Recommend an additional bullet to cover a positive strategy for renewable energy generation which maximises the on site integration of renewable energy and standalone renewable energy development in suitable areas, and to refer to recent energy report (Essex County Council)
- Alternative wording suggested to deliver 'net zero carbon emissions' rather than 'move towards', to address the 2025 target for net zero (Essex County Council)
- Recommend exploring the need for new surface water infrastructure, to avoid development surface water run off to combined sewers, which Sustainable Drainage Systems (SuDS) principles do not support (Essex County Council)
- Particular support for moving towards net zero carbon emissions, and removing surface water from the water recycling network through SuDS (Anglian Water Services Ltd)
- Alternative wording suggested, to include avoiding development in areas of flood risk where possible (Environment Agency)
- The commitment to net zero should be stronger, to deliver net zero, rather than move towards it (South Woodham Ferrers Town Council)
- Supported, but reference to the provision of renewable energy schemes could be added (Braintree District Council)
- A shared challenge is access to water supply and the need to work with water companies to align growth to funding. Respect for the cross-border diminution of the aquifer sources and the fragility of related ecology is an imperative arising from both councils' focus on climate and ecological emergency (Uttlesford District Council).

### **SP1 and SP2**

- Welcomed as they reflect a greater focus on the impacts of climate change; the implications of development for the natural environment; and the objective to secure environmental gains within developments (Natural England)
- Welcomed as new Strategic Priorities (Mid and South Essex Integrated Care Board (ICB).

### **SP2**

- Support the principle of multi-functional greenways for sustainable and active travel and to contribute to health and wellbeing (Essex County Council)
- Support the proposed requirement for renewable energy in development schemes, to provide consistency across adjoining authorities. Encourage

CCC to seek the highest standards beyond building regulations (Uttlesford District Council).

### **SP3**

- This should be informed by more up to date evidence on green infrastructure prepared by ECC (Essex County Council)
- Support an increase in biodiversity and ecological networks; Anglian Water has set a framework to lead in protecting and revitalising rivers, including creation the of new habitats (Anglian Water Services Ltd)
- This should be extended to minimise the loss of all agricultural land (South Woodham Ferrers Town Council)
- The available maps do not distinguish between 3a and 3b agricultural land, so it is difficult to judge the impact of this priority (Braintree District Council)
- Welcome additions to this priority. These changes reflect a greater focus on the impacts of climate change; the implications of development for the natural environment; and the objective to secure environmental gains within developments (Natural England)
- Propose adding an objective to minimise the loss of the best and most versatile agricultural land to ensure future food production (Chignal Parish Council)
- Support - small scale mobility hubs might work in the rural areas, and the planning implications of the increasing use of drones for delivery should be considered where they could help to mitigate vehicular movements and emissions, but also bring a host of issues around their storage, charging/fuelling, potential nuisance etc (Uttlesford District Council).

### **SP4**

- Support development of previously developed land provided any land or contribution towards additional education need is met by the developer (Essex County Council)
- Developments or site allocations that are unsustainable in school transport terms will be resisted (Essex County Council)
- Seeking clarification of inappropriate development in relation to Green Belt proposals. Green Belt wording appears to have been removed from parts of the document (Galleywood Parish Council)
- Do not agree that using the settlement hierarchy will lead to the most sustainable development locations (Broomfield Parish Council)
- Protecting the Green Belt is not connected with sustainable development patterns and rules out some sustainable locations. It would be better placed in the priorities for Place group (Broomfield Parish Council)
- Protection of soil quality should also be a consideration, and developers should be encouraged to have a proactive approach to stewardship, to work with adjoining farm and estate managers on sustainable land management on land adjoining and within new development, especially for sustainable drainage control and biodiversity (Uttlesford District Council).

### **SP5**

- CCC should engage with ECC on additional evidence on the requirements and needs for specialist and supported housing for vulnerable adults (Essex County Council)
- Support for meeting the need for new homes, although if insufficient sites are identified elsewhere the extent of the Green Belt may need to be reviewed (Braintree District Council)
- The list should also include hostels for the homeless. There should also be enforcement action to bring empty properties into occupation, alongside constructing new homes (Great Waltham Parish Council)
- Suggest collaborating on how the 20% biodiversity net gain (BNG) can be viably secured in policy and made effective by onward monitoring (Uttlesford District Council)
- Suggest inclusion of countryside protection zones around sensitive settlement locations where environmental quality is high, particularly the expansion of existing allocated sites. This is encouraged particularly approaching the Uttlesford border to help channel pressure for development in the rural areas and around Great Dunmow (Uttlesford District Council).

### **SP6**

- A focus could be given to enhancing green skills in all jobs and sectors, including increased support for training (Essex County Council).

### **SP7**

- Large scale employment sites could also be subject to Health Impact Assessment where appropriate (Essex County Council)
- Stewardship arrangements should go beyond management and maintenance of open spaces, and links with ECC service delivery should be explored (Essex County Council)
- Welcome the priority to encourage development to be future proofed so new homes that are sustainable and resilient to the impacts of climate change; and suggest that this priority is amended to ensure developments are water efficient as well as energy efficient (Anglian Water Services Ltd)
- The objectives should also reference education alongside health services (Great Waltham Parish Council).

### **SP8**

- Agree with the need to address the long-term infrastructure needs for the city. Anglian Water plans and strategies aim to address the long-term needs over a 25-year time horizon. The Chelmsford Water Recycling Centre, which has a large catchment area encompassing the city and its environs, has a long-term strategy to 2050 of process optimisation and increased capacity, based on projected population growth in the catchment area (Anglian Water Services Ltd)
- Wording for provision of 'helps new primary health services' should be stronger (Galleywood Parish Council)

- Greater recognition should be given to the East of England Ambulance Service NHS Trust as an essential social infrastructure provider and emergency service (East of England Ambulance Service NHS Trust).

### **SP9**

- Concern that increased use of permitted development rights will lead to a reduction in design quality, and reduce potential for mitigation measures and developer contributions, particularly in relation to education (Essex County Council)
- A recognition could be included that changes in city centre retail mean that regeneration is no longer a sound strategy (Great Waltham Parish Council).

### **Other comments**

- Anglian Water's strategic direction is to address challenges of climate change, population and economic growth, and to protect the environment (Anglian Water)
- More detailed objectives with clear targets would be welcomed as the review progresses to ensure clarity over the level of ambition (Rochford District Council)
- The title Priorities for Climate should be changed to Priorities for Climate and the Environment, to reflect the broader remit, e.g. including landscape (Broomfield Parish Council).

Summary of General Consultees Comments:

### **SP7**

- Should also consider ensuring that new development helps provide new/enhanced sports facilities and opportunities for physical activity as they are as important as primary health services in promoting the health and social wellbeing of communities (Sport England).

### **Other comments**

- Grouping the Strategic Priorities into themes distorts the wording. Some aspects appear not to fit with the overall theme, and lack focus - additional text is needed. Should revert to an un-prioritised list. There may be additional themes of importance. Detailed notes are provided for a suggested rewrite and reorganisation of this section (Save Sandford Mill Campaign).

Summary of Developer/Landowner/Agent Comments:

- Agree with the draft Strategic Priorities (Rosehart Properties Ltd, Taylor Wimpey, Martin Grant Homes, London and Cambridge Properties Ltd, Pembridge Land Group, Vistry Group, Wates Development Limited, Dominvs Group, Obsidian Strategic Asset Management Ltd, Dandara, Dandara Eastern, Gray & Sons, Grosvenor Property UK and Hammonds Estates LLP, Redrow Homes and Speakman Family, Marden Homes Ltd, Sempra Homes Ltd, Mr A Smith, Stonebond (Chelmsford) Ltd, Bloor Homes Eastern, A.G & P.W.H Speakman, Chris Buckenham, Cliffords Group Ltd, David Lloyd Leisure and Aquila Development Ltd, The Bucknell Family, Cliffords Group

and Mr Mark Peters, Hill Farm (Chelmsford) Ltd, C J H Farming Ltd, Pigeon (Sandon) Ltd, Writtle University College).

### **SP1**

- New residential development should be focused on Chelmsford Urban Area and adjoining land (Martin Grant Homes)
- Suggest addition of a further bullet point covering the need to ensure that new development be delivered in the most suitable and sustainable locations to assist with mitigating the impacts of climate change, through providing development opportunities that allow existing communities to continue to grow and support the growing population (Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern) Ltd, Martin Grant Homes)
- Support this, and suggest the Council should support opportunities to promote tree planting as part of a robust environmental strategy (Cliffords Group Ltd)
- Suggest this draws greater reference to the positive relationship between strong, local economic growth and sustainability / climate change benefits; suggest an additional bullet point promoting the benefits of economic growth, local jobs and travel and sustainable lifestyles (Pigeon (Sandon) Ltd)
- Should clarify that one Strategic Priority does not take precedence over another but that they are used mutually (Bellway Homes Ltd).

### **SP2**

- Agree with this priority, however it is important that the housing need is properly calculated (London and Cambridge Properties Limited)
- Support the intention to address the housing demand and supply, however viability challenges should be considered, given the current economic environment (L & Q)
- Would encourage the inclusion of opportunities to locate new economic development close to the existing road network, such as the A12 at Margaretting. The locational requirements of different sectors should be recognised and addressed (Gray & Sons)
- This should also seek to encourage the distribution of development towards planned strategic infrastructure, for example the Chelmsford Northeast Bypass route and the opportunities this unlocks (Cliffords Group Ltd)
- Suggest adding a further bullet that recognises that development requiring road movements (e.g. logistics/distribution) should be located close to the strategic road network to reduce impact on local roads and communities (Pigeon (Sandon) Ltd).

### **SP3**

- It is imperative that employment and the economy is supported in other settlements as well as Chelmsford (Obsidian Strategic Asset Management Ltd)
- Areas of low ecological and biodiversity value, including within the Green Wedge, may be better utilised for alternative development which should be sought through the Local Plan (The Bucknell Family)
- This fails to take into account the recommendations and commitments within the Chelmsford Economic Strategy and does not include or recognise the role of education providers, such as Writtle University College (WUC). WUC is an

important local employer, anticipated to increase as a result of the implementation of a new Strategic Plan to 2030 (Writtle University College).

#### **SP4**

- Particularly support the focusing of previously developed land in the Chelmsford Urban Area (Essex Police Fire and Crime Commissioner)
- Urge review of Green Belt to avoid distorted settlement growth pattern (Rosehart Properties)
- There should be an appropriate review of the Green Belt to identify suitable development locations and avoid a distorted settlement growth pattern (Rosehart Properties, Pembridge Land Group, Martin Grant Homes, Dandara, Taylor Wimpey Strategic Land)
- The Council should take full account of sustainable development opportunities on the edge of the city, even if they are in the Green Belt – to realise key infrastructure and provision of housing close to where the need arises, close to key services and sustainable travel options (Vistry Group); and for economic growth (Gray & Sons); and to achieve sustainable development across the plan area (Hill Residential Ltd)
- Should seek the sustainable distribution of development across Chelmsford utilising strategic road infrastructure (Cliffords Group Ltd)
- Suggest including further emphasis on the need to support rural communities through the provision of sympathetic small scale residential development, to allow villages to grow and thrive to support local services (Cliffords Group Ltd)
- Minerals, waste and marine plans already form part of the development plan and do not need further reference. Minerals safeguarding designation should not be seen as a constraint, but can be extracted and used as part of future development (Martin Grant Homes, Stonebond (Chelmsford) Ltd)
- An additional priority for growth should be added to pursue opportunities to enhance the sustainability of existing settlements, and identify opportunities for villages to grow and thrive, especially where this will support local services (Croudace Homes)
- Strongly supported, however this could be improved through clarification that the Council will plan positively to meet the objectively assessed needs (Bellway Strategic, Bellway Homes Ltd, Gleeson Land)
- Would issue caution against over reliance on the Settlement Hierarchy, and recommend a flexible approach to the location of housing (H R Philpot & Sons, Chris Buckenham).

#### **SP5**

- This should go further and specifically identify groups that fall into the term specialist, e.g. older people's housing. The population of older people will increase by 2043 (The Planning Bureau)
- This would benefit from clarification of specific groups and their specific housing requirements; and also, could refer to the imperative to secure an appropriate housing mix which includes affordable housing provision (Bellway Strategic, Bellway Homes Ltd); and older people's housing (The Planning Bureau, Inspired Villages)
- Affordability of housing merits an additional bullet point to address the worsening affordability of homes in the Chelmsford area (Tritton Farming

Partnership, Mr and Mrs Richard and Sally Speakman, Medical Services Danbury, Marden Homes Ltd, Crest Nicholson, Sempra Homes Ltd)

- This should refer to the importance of rural communities, and the need to promote sustainable development in these areas where it will enhance or maintain their vitality (Mr and Mrs Richard and Sally Speakman)
- Suggest an additional bullet to clarify that evidence documents will continue to be prepared across the Plan period, which development should accord with (e.g. on dwelling mix, affordable tenure, need etc) (Bellway Homes Ltd)
- Agree that housing delivery is strongly related to economic growth and will inform the economic strategy of the new Local Plan (Gray & Sons).

#### **SP6**

- To be fully effective, a review of the Green Belt is required (Rosehart Properties, Pembridge Land Group)
- Suggest amending third bullet to reference local and wider strategic needs (Greystoke CB)
- Support, and consider this will help to maintain and diversify the supply and choice of employment provision in both the urban and rural areas of Chelmsford (Hylands Construction Company Ltd, C J H Farming Ltd)
- Suggest expanding this to include the rural economy and the scope to support and promote small-scale rural business appropriate to the countryside (Cliffords Group Ltd); and to help further maintain and diversify the supply and choice of employment provision in both the urban and rural areas of Chelmsford (Hill Farm (Chelmsford) Ltd)
- This should recognise that some flexibility is required, where employment land is shown to be surplus to requirements, some current policies are out of date (Bellway Homes Ltd).

#### **SP7**

- 'Strategic scale developments' should be defined to provide clarity on the scale of development where masterplans and design codes will be sought, which could then be captured in site allocation policies with some flexibility to allow removal of the need for a design code (Bellway Homes Ltd).

#### **SP8**

- This should include an aspiration to ensure that services and facilities are delivered where needed to support the creation of sustainable communities (Bellway Strategic)
- The new Local Plan should be supportive of the need to bring forward development to facilitate the delivery of social infrastructure, where it is sustainable and appropriate (Miscoe Enterprises Ltd)
- Support the recognition that the new Local Plan will promote opportunities for new sustainable infrastructure, however this priority could be strengthened to include explicit reference to green infrastructure, such as open space, recreational areas and leisure (Cliffords Group Ltd)
- This would benefit from recognising that other means exist to support the provision of new infrastructure including planning obligations and Community Infrastructure Levy receipts (Bellway Homes Ltd).

### **SP9**

- This neglects the needs of smaller settlements to retain vital services. Modest housing growth should be supported in smaller settlements including those within the Green Belt (The Howgego Trust).

### **Other Comments**

- Consider there is a mismatch between the Vision and the Strategic Priorities (Pembridge Land Group)
- Consider there is a missed opportunity to strengthen the relationships between SP2, SP4, SP5, SP6 and SP8. Priorities 2 and 8 should permeate throughout all of the Strategic Priorities, where relevant, as a means of recognising the importance of strategic road infrastructure to delivering sustainable new development. All the priorities should also promote the advantages of locating development close to existing strategic road infrastructure (Mr Alexander Micklem)
- SP7, SP8, SP9 are somewhat ambiguous and could be clarified. Design expectations should be related to Making Places SPD (Bellway Strategic)
- The priorities should remain flexible to avoid stifling development which may not fit with a specific priority but may be sustainable on balance (Gleeson Land)
- It is imperative that aspirations to secure net zero carbon development, are balanced against the city's need for growth. The Council should not be overly prescriptive but should support the uptake of low and zero-carbon technologies and protection of the best and most versatile agricultural land only where this is appropriate and justified (Bellway Strategic)
- Development being delivered as part of the North Chelmsford strategic allocation is expected to be supported by the required services to ensure sustainable development is achieved - land immediately adjacent could also be delivered in line with Strategic Priorities (Marden Homes Ltd, Mr A Smith)
- Suggest a greater emphasis is needed on further and higher education and its importance in helping to meet the skills needs of employers and industry (Writtle University College).

### **Summary of Public Comments:**

#### **SP1**

- This should reflect that open, unmanicured grassland and arable land also support a range of flora and fauna not found in woodland
- Propose a text change – to identify and anticipate the impacts of climate change, instead of adapting to its consequences.

#### **SP2**

- Additional wording is proposed to include reference to the most efficient use of fossil and alternative fuelled vehicles.

#### **SP3**

- This should be stronger – to prohibit loss of best and most versatile agricultural land, rather than minimise – and farmland should be protected

- Should reflect that open, unmanicured grassland and arable land also support a range of flora and fauna not found in woodland
- Suggest this is split into two priorities - for natural environment and historic environment. There is a need to deliver on biodiversity net gain (BNG), based on local wildlife and plant surveys rather than theory.

#### **SP4**

- Previously developed land also exists in villages around Chelmsford, and some smaller settlements are also more sustainable than those where development is taking place
- Protection of the Green Belt is not supported, as at this stage not satisfied there are strong reasons to preserve the current Green Belt extent. Some land could be released to allow sustainable development
- This should go further to protect green open rural farmland as well.

#### **SP5**

- This should include social housing
- The Council should address the needs of existing Chelmsford residents as a priority, concern expressed about creating new communities at the expense of the older ones
- Local young people wishing to buy a home are routinely priced out of Chelmsford and have to buy miles away, cutting them off from their established social networks; the Council should look to how to remedy this.

#### **SP6**

- There should be a strong focus on jobs, with lower business rates for new independent companies, and also attract a large corporation.

#### **SP7**

- Spatial Approach E is incompatible with this Strategic Priority, as it builds on green field and does not reflect the settlement hierarchy, and therefore requires extensive infrastructure development
- This should make specific reference and provision for young people - social facilities such as Youth Zones. Although new, Beaulieu and Channels developments appear to lack such facilities
- Suggest adding build quality to the design objective
- Strengthen wording to make the specific point that 'isolated' developments are the least-favoured approach to development, as opposed to growing and adding on to existing developments/villages/towns.

#### **SP8**

- This should acknowledge smaller communities and those that border Chelmsford's area
- This should encourage a greener city, and stricter application of planning requirements.

#### **SP9**

- Chelmsford lacks the types of venues required for cultural events - e.g. multi purpose halls for exhibits of all kinds; designated gallery space; space for

amateur dramatics and concerts. The Shire Hall is still empty and surely must be considered for repurposing for cultural use

- Needs to be amended to apply to Chelmsford area as a whole, not just the city centre.

### **Other comments**

- Support the updated Strategic Priorities – they are stronger, clearer and better focused
- Delivery of infrastructure cannot be left to developers and is a consistent problem
- There is a mismatch between the predicted needs for Electric Vehicle (EV) charging and provision
- Concern that items from the adopted Local Plan cannot be achieved, such as upgrading the rail network, road improvements, health facilities
- Improvements to biodiversity need to work from a baseline of protecting current species and habitats. Sites should not be stripped of ecological value
- All Spatial Approaches must consider transport infrastructure, water, sewage and power supplies
- How can success be measured, very few measurable outcomes
- Sustainability should have a higher priority than other Strategic Priorities
- Money should be spent on improving housing in the city centre, on people who require help, and policing
- Disagree there is a climate emergency. Question the need for additional housing
- Recent development at Rettendon is accessed via the Green Belt; along with residential units at Hayes Country Park in the Green Belt
- The Strategic Housing and Employment Land Availability Assessment (SHELAA) mapping shows a number of sites in the Green Belt
- The A130 has no junction to Rettendon Common between Howe Green and Rettendon Turnpike, so it is doubtful whether this should be termed a main road corridor. Improvements to the A132/B1012 will be welcomed
- Little information given on how and when the required infrastructure would be provided
- The Green Belt should be protected from development
- 145 homes have already been allocated in Boreham under the Local Plan
- Growth should be close to the city centre to make use of highways networks and community links. The strategic approaches will conflict with the Strategic Priorities; agricultural land would be lost to Approach E; Approach E would remove trees rather than provide an increase in woodland expansion; Hammonds Farm has no infrastructure or sustainable transport.

### **Our evidence says**

The Water Cycle Study Scoping Report 2024 recommends rainwater harvesting for water re-use as set out in Policy DM25 (Sustainable Buildings). This policy also reflects Essex and Suffolk Water's latest draft Water Resources Management Plan 2024 and the emerging Essex County Council's Essex Water Strategy. Further recommendations in the scoping report will be used alongside the Detailed Water

## Our evidence says

Cycle Study to inform an update to the Making Places SPD and the Pre-Submission Local Plan.

Report 2: Essex Net Zero Policy, and the Essex Design Guide 2023, sets out design guidance and advice which underpins Policy DM31 (Net Zero Carbon Development (In operation)). This guidance has been developed through joint working between Essex Planning Officers Association, ECC and a number of Essex authorities, including Chelmsford City Council.

National Policy - The NPPF in Section 13 sets out Green Belt Policy, which is reflected in the Preferred Options Local Plan.

National Model Design Guide and Code – these set out the characteristics of well-designed places and demonstrate what good design means in practice. Regard has been had to the Guide and the Code, which will also be used to inform an update of the Making Places SPD.

The Preferred Options IIA 2024 considers that very few incompatibilities are identified. The Strategic Priorities are particularly compatible with the IIA objective of sustainable living and revitalisation, housing, the economy and transport, and also supportive of biodiversity, health and wellbeing, land use, cultural heritage and landscape. Any conflicts/uncertainties generally relate to the need to protect and enhance environmental assets and minimise resource use, waste and greenhouse gas emissions, when balanced against the priorities for growth.

The Health Impact Assessment carried out as part of the IIA 2024 concludes that none of the policies are identified as having the potential to have significant negative effects on the HIA objectives.

The Council's [Plan for Improving Rivers and Waterways](#) 2022 (Item 7 on Agenda available via the link) contains a number of actions which underpin the Preferred Options Local Plan.

The Chelmsford Local Plan Viability Update 2023 supports a 20% biodiversity net gain on the two Garden Communities proposed within the Preferred Options Local Plan. It also sets out the reasoning behind the approach retain a requirement for a minimum of 10% biodiversity net gain, while feasibility for a higher amount is being explored on all other eligible developments.

The Chelmsford Local Plan Viability Update 2023 supports the new policy requirement for rainwater harvesting in updated Policy DM25 (Sustainable Buildings).

## The Preferred Options Local Plan

Strategic Priority 1 – has been amended from the draft to include references to delivering net-zero carbon emissions, integrated and stand-alone renewable energy generation and water efficiency.

Strategic Priority 2 – references have been added to mobility hubs, accessibility, and multi-functional greenways.

Strategic Priority 4 – no review of the Green Belt is proposed; the Green Belt will continue to be protected from inappropriate development. It is considered that the purpose of the Green Belt is clear within the Preferred Options Local Plan, as set out in Strategic Priority 4 and Strategic Policy S1 (Spatial Principles).

<b>The Preferred Options Local Plan</b>				
Strategic Priority 6 – updates position including on employment levels, which are covered in more detail in Section 2 of the Preferred Options Local Plan.				
Strategic Priority 7 – clarification is provided on the thresholds for Design Codes.				
Strategic Priority 8 – emergency care has been added to other types of healthcare provision.				
Strategic Priority 9 – reference is included to the Council’s <a href="#">Plan for Improving Rivers and Waterways</a> (Item 7 on Agenda available via the link).				
Some suggested bullets are not covered in the Strategic Priorities due to the level of detail required, but are contained within the development management policies, including renewable energy generation in Policy DM19 (Renewable and Low Carbon Energy), Sustainable Drainage Systems in Policy DM18 (Flooding/SuDS), water efficiency in Policy DM25 (Sustainable Buildings), types of housing provision in Policy DM1 (Size and Type of Housing) and DM2 (Affordable Housing and Rural Exception Sites), and green infrastructure, open space and sports facilities in Strategic Policy S9 (Infrastructure Requirements).				
The Preferred Options Local Plan seeks to minimise the loss of the best and most versatile agricultural land, which is balanced against sustainability and general suitability of a location for development. High quality green infrastructure will be provided on greenfield sites to protect, enhance and create wildlife corridors and ecological connectivity.				
Stewardship is a requirement of the two garden communities within the Preferred Options Local Plan, at Strategic Growth Site Policy 6 (North East Chelmsford – Chelmsford Garden Community) and Strategic Growth Site 16a (East Chelmsford Garden Community (Hammonds Farm)); and within all strategic scale development (100 or more homes) as set out in Strategic Policy S14 (Health and Wellbeing).				
The requirement to deliver 20% biodiversity net gain is a requirement of the new Garden Communities (Strategic Growth Site Policy 6 North East Chelmsford – Chelmsford Garden Community and Strategic Growth Site 16a East Chelmsford Garden Community Hammonds Farm).				
The requirement to deliver biodiversity net gain is currently remaining at a minimum of 10% increase in biodiversity for all other eligible developments to ensure it is deliverable.				
HIA is required for large employment sites, as set out in Strategic Policy S14 (Health and Wellbeing).				
Tree planting is a priority for the Council, and additional policy requirements have been added to Policy DM17 (Trees, Woodland and Landscape Features).				
Locational issues are addressed by the Spatial Principles in relation to, for example, an approach to site development along transport corridors, or for small scale development in villages.				

Key statistics:

<b>Question</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>	<b>Total number of responses</b>
<b>4. Are there any Strategic Priorities you think should be added?</b>	N/A	N/A	37	37

#### Summary of Specific and DTC consultees comments:

- Heritage at Risk (HAR) - heritage assets that are a risk as a result of neglect, decay, damage or inappropriate development, or are vulnerable to becoming so. Chelmsford has three on the national Register, but we would encourage consideration of creating and managing a local HAR Register. Further detail is provided on options for policy approaches (Historic England)
- Encouragement of more diverse and sustainable agriculture – more agricultural land is needed to increase self-reliance and cut food miles to achieve climate goals (South Woodham Ferrers Town Council)
- Every house should have solar power, water harvesting etc – for all house building whether individual or large developments (Sandon Parish Council)
- The role of waterways (including the River Crouch) to address the challenges of coastal communities (Rochford District Council)
- The importance of protected habitat sites and heritage assets (Rochford District Council)
- Consideration of complete communities or 20 minute neighbourhoods to address spatial differences in infrastructure provision and life outcomes (Rochford District Council)
- Priorities for cross boundary planning, including for infrastructure (Rochford District Council)
- Scope to take action on empty homes, thereby reducing the number of homes needing to be built using the powers and incentives which exist (Great Waltham Parish Council)
- Greater protection for the Green Belt and other areas of special designation (Writtle Parish Council).

#### Summary of General Consultees Comments:

- A Strategic Priority specifically related to flood risk (Save Sandford Mill Campaign)
- A need to work with relevant third parties in the assessment of planning matters - dismissing these parties as "special interest groups" and not consulting with them directly is short sighted and deeply flawed (Essex Badger Protection Group).

#### Summary of Developer/Landowner/Agent Comments:

- The vital role of Chelmsford as the Capital of Essex. It is important to recognise the legacy of Chelmsford as a hub of the electronics, communications, defence and other innovatory industries and that current and new investment in these sectors should be strongly encouraged and not lost to competing locations outside Chelmsford (Rosehart Properties)
- Promote and encourage the Circular Economy by making best use of what already exists and recycling land and buildings to meet future needs and regenerate nature (Rosehart Properties, Pembridge Land Group)
- Make the maximum use of brownfield land for new development (London and Cambridge Properties Ltd)

- Ensure the vitality and viability of other settlements within Chelmsford, to enable them to grow and support the retention of existing services, including sensitively selected Green Belt release (Obsidian Strategic Asset Management).

Summary of Public Comments:

- Water should feature – a range of measures suggested including new reservoirs, expanding treatment works, protecting rivers, improving river health
- Commitment to funds and plans, and clear priorities to achieve all transport infrastructure (not just road), water, sewage and power supplies; Community Infrastructure Levy (CIL) will not cover the costs
- More emphasis needs to be put on protecting the natural environment which is already under great stress
- Promote development of previously developed land in Chelmsford Urban Area and in/around village settlements including sustainable smaller settlements
- Maintaining the essence of Chelmsford as a city surrounded by villages
- Improving air quality
- Protecting food security by maintaining farmland.

**Our evidence says**

The Preferred Options Local Plan has been informed and supported by a number of evidence base studies including the Preferred Options Strategic Housing Needs Assessment (SHNA), Employment Land Review 2023, Water Cycle Study 2024 and Strategic Flood Risk Assessment 2024. The evidence base has assisted in developing the Strategic Priorities in the Preferred Options Local Plan.

**The Preferred Options Local Plan**

No additional Strategic Priorities are considered necessary, as the amended versions cover the detailed topics raised in a broader sense, with the detail reserved for development management policies.

**Part 5 Delivering the updated Vision and Spatial Principles**

This section of the consultation document takes each of the updated Strategic Priorities and describes how they are addressed through policies in the adopted Local Plan and other council planning documents. It then sets out ideas for proposed policy changes and new policies.

## Strategic Priorities for Climate

### 1 Addressing the Climate and Ecological Emergency

Key statistics:

<b>Question</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>	<b>Total number of responses</b>
<b>5. Do you support the approach being taken? If you disagree, please explain why.</b>	39	11	40	90
<b>6. What are your views on the Council's current climate change and flood risk local planning policies and the decisions they lead to?</b>	N/A	N/A	38	38
<b>7. What are your views on the subject areas identified for new policies or significant changes to existing policy?</b>	N/A	N/A	52	52
<b>8. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	32	32

Summary of Specific and DTC consultees comments:

- Support the strategic objectives related to the achievement of net zero development, enhanced tree planting and 20% biodiversity net gain (BNG) (Environment Agency, Castle Point Borough Council)
- Support this strategic priority but it is not clear how any of the sub-heading priorities in para 5.10 will address the “ecological emergency” (Natural England)
- Support reviewing the policies so that they more effectively address issues associated with climate change (Braintree District Council, Anglian Water)
- Supports the plan addressing climate issues but that the issue should be given weight within each of the other priorities, as opposed to being a standalone and definable priority in its own right (Rochford District Council)
- The role of Chelmsford as a regional centre for employment, retail and leisure should be secured sustainably through appropriate investment in lowering the carbon intensity of regional transport links (Rochford District Council)
- Consider a policy requirement for major development proposals to be informed by whole life cycle carbon assessments to support positive outcomes that align with the proposed strategic priorities (Anglian Water Services Ltd)
- Support the new ‘Strategic Priorities for Climate’ as these are largely consistent with the aims of the independent Essex Climate Action Commission (ECAC) and the ECC Safer Greener, Healthier Communities campaign (Essex County Council)

- ECC offer support to CCC in developing policies that deliver true net zero carbon development in operation and also address embodied carbon emissions (Essex County Council)
- Central Government need to lay out a more detailed roadmap and provide the legislation to back it up rather than rely on individuals to make more sustainable choices (South Woodham Ferrers Town Council)
- Do not believe the proposed responsibility should be passed onto Parish Councils, as set out in para 5.6 (Galleywood Parish Council)
- Welcome the reference to Parishes in para 5.6 and are keen to contribute to addressing the climate and ecological emergency (Broomfield Parish Council, Chignal Parish Council)
- Policy DM18 – Flooding/SuDS should be reviewed against the recently updated Planning Practice Guidance (PPG) - Flood Risk and Coastal Change (August 2022) (Essex County Council)
- Support for setting a framework to reduce water use and promote water re-use, reflecting the emerging Essex Water Strategy (EWS) is supported. Recommend consideration is given to the Water Resources Regional Plan being prepared by Water Resources East (WRE) (Essex County Council, Anglian Water Services Ltd)
- All water company areas in East Anglia have been determined as water stressed. Therefore, Local Planning Authorities (LPAs) should require all developments to adopt the optional minimum building standard of 110 litres per person per day. There should also be an ambition to further reduce the per person per day consumption within new developments e.g. consider setting standards for water consumption of individual components, such as toilets/showers (Environment Agency)
- Assessment and mitigation of risk to the water environment generated by increased wastewater flows requiring treatment should be included in the infrastructure or the natural environment section (Environment Agency)
- Agree with the approach but would like a greater emphasis on climate change and flood risk in local planning policies and decisions (Writtle Parish Council)
- The Local Plan should make explicit mention of projected seawater rise and the need to ensure appropriate flood defences are in place for the town (South Woodham Ferrers Town Council)
- Measures to retrofit existing buildings should be considered (Broomfield Parish Council)
- There needs to be careful thought given to tree management and positioning regarding street lined trees and their compatibility with the highway and other surroundings (Essex County Council, Great Waltham Parish Council, South Woodham Ferrers Town Council)
- It is important to protect the best agricultural land in order to maintain sustainable food supply chains (Broomfield Parish Council, Chignal Parish Council)
- The protection of Green Wedges can hamper cycle and walking routes being achieved. It is suggested that Compulsory Purchase Orders could be used to assist in completing infrastructure projects such cycle lanes within a shorter timescale (Broomfield Parish Council)
- ECC is keen to work collaboratively with CCC on a countywide assessment to identify potential areas of land which could be suitable for solar and wind

schemes and how it might be used to feed into the next iteration of the Local Plan and the SHELAA process (Essex County Council)

- Community scale renewables should be required by all developments in para 5.10 and should also include reference to battery energy storage systems (Great Waltham Parish Council)
- Prefer a requirement for all new development to include climate-friendly features (e.g. PV panels and small scale turbines) rather than large sites for renewable energy generation (Broomfield Parish Council)
- Land should be allocated to recycling materials and re-processing plants (Great Waltham Parish Council)
- Policies need to be reviewed to deal with the impact on the historic environment (Writtle Parish Council).

#### Summary of General Consultees Comments:

- Support for the approach set out (Newlands Spring Residents Association)
- Active travel should be embedded into the policies that address climate change as it forms part of the policy response to climate change rather than being a separate planning matter (Sport England)
- A line should be drawn under habitat loss first and then consider other options for enhancement (Essex Badger Protection Group)
- Obtaining 20% BNG may often not be achievable and may impact on viability (L&Q)
- It is important to protect the best agricultural land in order to maintain sustainable food supply chains (North West Parishes Group)
- Agree with the suggestions but question how old planning permissions will be addressed to meet these requirements as well as a gap between current building regulations and likely Future Homes requirements that needs to be considered (CHP)
- The PPG reflects that building regulations are the mechanism through which energy efficiency and carbon emissions as part of a building's use should be addressed and not planning policy (Home Builders Federation)
- Supportive but needs to be flexibility within any policy for small-scale renewable energy to allow the appropriate strategy to be designed on a site-by-site basis (L&Q)
- Question the practicality of three trees per new home, particularly regarding how it would work for flats and suggest an off-site provision as an alternative where impractical (CHP).

#### Summary of Developer/Landowner/Agent Comments:

- General support for the need to address the climate and ecological emergency but there is a need to ensure such policy requirements, alongside all other development requirements, are fully evidenced, financially viable as well as flexible where things cannot be delivered on site (London & Cambridge Properties Ltd, Aquila Developments, Taylor Wimpey, Dandara, Ptarmigan Chelmsford A Ltd, Stonebond Properties Ltd, Bloor Homes, Dandara Eastern, Greystoke CB, Hill Residential Ltd, Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern), Gleeson Land, Bellway Homes Ltd,

Chelmsford Garden Community Consortium, Gladman Developments Ltd, Bellway Strategic, Graham Dines)

- There is a need to ensure policies are sufficiently flexible so as to not be at risk of becoming inconsistent with forthcoming changes to national policy and changes to building regulations (Wates Development, Bellway Homes Ltd)
- Supports the Councils objectives of reducing carbon emissions and targeting net zero by 2030 but this commitment presents challenges e.g. many of the technologies required to achieve net zero have not yet been identified and therefore are unlikely to be in place before 2030 (Chelmsford Garden Community Consortium, Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern))
- Strategic Policy S2 lists a range of measures to reduce a developments carbon footprint but is not overly prescriptive. Continued flexibility across any new policies would be welcomed as it allows flexibility and can be applied across all types of new development (Chelmsford Garden Community Consortium)
- Support the approach in this section (Grosvenor Property UK and Hammonds Estates LLP, Harris Strategic Land Ltd, Rosehart Properties Ltd, Pembridge Land Group, Persimmon Homes, Gleeson Land)
- Energy efficiency should be prioritised over the use of renewable energy to ensure that the energy requirement of any development is reduced as far as possible before renewable energy is designed into the scheme (Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern))
- Requirement for all new development to include small-scale renewable energy on site, alongside requirement of three new trees per home is not supported as it may impact deliverability (Bellway Strategic)
- Question the practicality of three trees per new home on site and new development should not have to source land for this from elsewhere, a qualitative design-led, site by site approach should be used instead (Bellway Homes Ltd, Gleeson Land)
- No assessment of the cumulative impact of planting three trees per home in tandem with BNG requirements has been carried out and it could represent doubling up (Bellway Homes Ltd)
- Policies to increase tree planting should go beyond residential development and reference net gain of tree planting from development and focus on good design, rather than an arbitrary number (Dominvs Group)
- Support for new allocations for tree planting (Cliffords Group Ltd)
- Going beyond Future Homes Standard, expected to be incorporated into building regulation requirements, is not supported (Gleeson Land, Bellway Homes Ltd, Bellway Strategic)
- Building Research Establishment Environmental Assessment Method (BREEAM) alternatives need to be explored given the issues which have been identified in connection with commercial schemes (Aquila Developments Ltd)
- The aims and aspirations of the Council's Waterways Working Group should be reflected in the policies, particularly regarding infrastructure provision (Vistry Group)
- Inadequate consideration given to the flood risk dangers to the city centre, and the opportunities for enabling development to facilitate the provision of key infrastructure that will alleviate flood risk (Vistry Group)

- Prioritise development near the new Railway Station to assist in reducing carbon emissions through travel (Chelmsford Garden Community Consortium).

#### Summary of Public Comments:

- Strategic Policy S2 should be divided into separate policies on flood risk and climate change, as flood risk exists independently of climate change and combining the two understates the importance of sound planning policy to mitigate flood risk in new and existing development
- Support in principle but needs to be much stronger in terms of the requirements e.g. requiring new homes to all be net zero carbon
- Agree with the approach but question if it is achievable
- More detail is needed on how the suggested policies could be achieved, some areas lack commitment to specific actions
- More needs to be done on these issues at a cross-border level with neighbouring authorities
- There appear to be contradictions e.g. protecting the natural environment but building extensively on green space
- Strongly disagree that such requirements could adversely affect development viability as such homes would surely command a premium value
- Disagree that there is a climate emergency
- All new houses and Council buildings should be required to have solar panels installed
- All homes should be well insulated
- The Council needs to do more regarding recycling a greater number of household products like TerraCycle does
- Heritage Assets need to be considered alongside this issue
- Support for new tree planting but concern over tree lined streets having maintenance issues and that tree planting should not be at the expense of other habits
- Sustainable modes of transport do not take into account the lifestyle of most residents or how most families live
- Light railway systems should be considered
- Active modes of transport need to be safe to use and well-lit
- There should be no building on flood plains or areas which worsen flood risk
- Rainfall and flood risk needs to be considered as a cross boarder issue with other authorities
- Developments should be required to consider the wider impacts of flood risk, water run-off etc and not just within their site
- Additional on and off-site water storage and recycling needs to be considered
- Sea level rise has not been considered.

#### **Our evidence says**

The Preferred Options IIA 2024 focuses on sustainable development through a number of inter-related topics. Policies to address the climate and ecological emergency would make a positive contribution to a number of the IIA objectives, with significant positive effects on biodiversity, flood risk and climate change.

## **Our evidence says**

Evidence behind Policy DM31 (Net zero carbon development (In operation)) supports the requirement for certain forms of development to be net zero carbon, in operation. The Local Plan Viability Update (August 2023) shows this can be achieved in combination with other policy requirements.

The Water Cycle Study Scoping Report 2024 recommends rainwater harvesting for water re-use as set out in Policy DM25 (Sustainable Buildings). This policy also reflects Essex and Suffolk Water's latest draft Water Resources Management Plan 2024 and Essex County Council's emerging Essex Water Strategy. Further recommendations in the scoping report will be used alongside the Detailed Water Cycle Study to inform an update to the Making Places SPD and the Pre-Submission Local Plan.

The SFRA Level 1 2024 report provides recommendations regarding all sources of flood risk in the Chelmsford City Council's administrative area which can be used to inform policy on flood risk within Local Plans. This includes how the cumulative impact of development should be considered. It also provides the latest flood risk data and guidance to inform the Sequential Test and provides guidance on how to apply the Exception Test.

The Local Plan Viability Update 2023 shows at least 10% biodiversity net gain and three new trees per net new dwelling can be achieved in combination with other policy requirements. The garden community allocations will be required to achieve 20% biodiversity net gain.

The majority of the agricultural land in Chelmsford is either Grade 2 or 3. The Best and most versatile agricultural land is classified as Grades 1-3a. The Preferred Options Spatial Strategy promotes development on previously developed sites. However, as the identified development needs cannot be accommodated solely on previously developed land, the loss of some agricultural land to development is inevitable. The Preferred Options Local Plan would lead to a loss of approximately 853 hectares of Grade 3 agricultural land and approximately 246 hectares of Grade 2 land. This equates to around 2.4% of the total Grade 2 and around 4.2% of the total Grade 3 land in the plan area, although further site-specific assessments are needed to determine the split between Grade 3a and 3b.

## **The Preferred Options Local Plan**

Sustainability is addressed in the supporting points to the Vision.

Addressing climate change is woven into the Preferred Options Local Plan throughout. The preferred Options Climate Change Topic Paper sets this out in more detail.

Strategic Policy S2 (Addressing climate change and flood risk) and Development Management Policy DM31 (Net Zero Carbon Development (In operation)) introduces the need for new development to be net zero carbon in operation.

Strategic Policy S2 (Addressing Climate Change and Flood Risk) and Development Management Policy DM18 (Flooding/SuDS) have been updated to reflect latest national policy guidance.

Strategic Policy S2 (Addressing Climate Change and Flood Risk) and Development Management Policy DM25 (Sustainable Buildings) requires all new dwellings to meet the Building Regulations optional requirement for water efficiency of 110 litres/person/day.

## The Preferred Options Local Plan

Strategic Policy S9 (Infrastructure requirements) identifies the need for waste water discharge to be factored into infrastructure required to support development. Existing sites rolled forward from the adopted Local Plan in Great Leighs, where there is a need for timely improvements to be made to the waste water recycling centre, requires appropriate waste water treatment provision and disposal is available in time to serve the site, including any associated sewer connections and any required mitigation within the sewerage network.

The Essex and Suffolk Shoreline Management Plan aims to reduce the threat of flooding and erosion to dwellings, key infrastructure and tourism facilities along Chelmsford's coastal fringe around South Woodham Ferrers. The Marine Management Organisation (MMO) South East (Inshore) Marine Plan also includes land to the south of South Woodham Ferrers. The Marine Plan's jurisdiction overlap with the Council's responsibilities (which extend to mean low water) and due regard must be given to the Marine Plan. The South East (Inshore) Marine Plan, must be considered alongside the Local Plan, to provide a consistent approach for planning on land, and within the inter-tidal and marine environment. This is set out in the Preferred Options Local Plan.

Strategic Policy S2 (Addressing Climate Change and Flood Risk) and Development Management Policy DM17 (Trees, woodland and landscape features) introduces the requirement for three new trees to be planted per net new dwelling, and a significant number of new trees to be planted for major new employment and infrastructure development. It also includes details of where on-site planting is impractical and the need to take into account the long-term relationship between trees and a development. The Council's Tree Planting Advice note provides further detailed information.

Strategic Policy S2 (Addressing Climate Change and Flood Risk) and Development Management Policy DM19 (Renewable and Low Carbon Energy) allow solar and wind farms to be approved in suitable locations. Further allocations for such development are not included in the Local Plan for the reasons set out in the Preferred Options Climate Change Topic Paper.

Strategic Policy S9 (Infrastructure Requirements) identifies opportunities for renewable and low or zero carbon or district-scale energy production as being potential infrastructure required to support developments. Renewable, low carbon and decentralised energy schemes are also encouraged to be considered in larger site allocations at Strategic Growth Site 6 (North East Chelmsford – Chelmsford Garden Community) and Strategic Growth Site 16a (East Chelmsford Garden Community (Hammonds Farm)).

The consideration of the impact renewable energy proposals may have on historic assets is covered in more detail in the Making Places SPD. This will be reviewed, and any appropriate changes/additions included. Further information on the approach to the Historic Environment is set out in the Preferred Options Topic Paper.

Active and sustainable travel are covered through the Preferred Options Local Plan. They are included within Strategic Priority 1 (Addressing Climate Change and Ecological Emergency), 2 (Promoting smart, active travel and sustainable transport), 3 (Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks), 7 (Creating well designed and attractive places, and promoting the health and social wellbeing of

## The Preferred Options Local Plan

communities), and 8 (Delivering new and improved strategic and local infrastructure), and feed into Strategic Policy S1 (Spatial Principles). The need for active and sustainable transport to be included in development is then required in Strategic Policies S2 (Addressing Climate Change and Flood Risk), S14 (Health and Wellbeing), S5 (Protecting and Enhancing Community Assets), S16 (Connectivity and Travel), S9 (Infrastructure Requirements), S11 (The Role of the Countryside), S17 (Future of Chelmsford City Centre), through site allocation policies, and through Development Management Policies DM4 (Employment Areas and Rural Employment Areas), DM7 (New Buildings and Structures in the Green Wedge, DM10 (Change of Use (land and buildings) and Engineering Operations), DM20 (Delivering Community Facilities), DM24 (Design and Place Shaping Principles in Major Developments, and DM27 (Parking Standards).

Strategic Policy S4 (Conserving and Enhancing the Natural Environment) and Development Management Policy DM16 (Protection and Promotion of Ecology, Nature and Biodiversity) requires qualifying developments to provide a minimum of 10% biodiversity net gain above the existing ecological baseline value of the site (20% on the Garden Communities). It also supports creating biodiversity sites in appropriate locations.

Strategic Policies S4 (Conserving and Enhancing the Natural Environment) and S17 (Future of Chelmsford City Centre), and relevant site policies include the need for development to take into account the Council's [Plan for Improving Rivers and Waterways](#) 2022 (Item 7 on Agenda available via the link), which sets out opportunities to improve the appearance, attractiveness, and recreational use of these assets and to promote schemes and activities that enhance their habitat, ecological and biodiversity value.

## 2 Promoting smart, connected active travel and sustainable transport

### Key statistics tables

Question	Yes	No	Comments	Total number of responses
<b>9. Do you agree with the proposed approach being taken? If not, please give the reasons for your answer.</b>	37	12	39	88
<b>10. Do you have any views on the Council's current local planning policies of relevance to smart, active travel and sustainable transport and the decisions they lead to?</b>	N/A	N/A	31	31
<b>11. Do you have any views on the areas identified for additional or enhanced policy requirements?</b>	N/A	N/A	35	35
<b>12. Do you have any views on the proposed ideas for new policies?</b>	N/A	N/A	39	39

<b>13. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	25	25
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Summary of Specific and DTC consultees comments:

- Support for the proposed approach (Essex County Council, Rochford District Council, Sandon Parish Council, Braintree District Council, Chignal Parish Council, Writtle Parish Council)
- Broadly agree with the proposed approach and welcome measures to improve cycle parking and storage but there are some key omissions including the urgent need for new cycle routes and paths, for sustainable transport infrastructure to take account of very local opportunities and constraints, and the potential role of Parish Councils in helping to bring infrastructure forward (Broomfield Parish Council)
- There needs to be a radical rebalance to support sustainable transport, for instance lane narrowing to accommodate safe cycle lanes and reduce vehicle speeds. Compulsory Purchase Orders should be considered where necessary (Broomfield Parish Council)
- Current plan policies have resulted in development in areas without a good level of existing or proposed transport infrastructure and/or little capacity for sustainable travel infrastructure. For example, West Chelmsford and North of Broomfield have had proposed sustainable transport infrastructure withdrawn including a bus gate and the Great Waltham Cycle Route respectively (Broomfield Parish Council)
- It is envisaged that all transport interventions will need to consider carbon impacts and that the emerging new Local Transport Plan will include a specific carbon zero transport target (Essex County Council)
- The Local Cycling and Walking Infrastructure Plan (LCWIP) is being updated and will need to be considered in the review (Essex County Council)
- Have a greater emphasis on promoting integrated sustainable transport (particularly in relation to new road options); encouraging the use of Travel Plans; provision of suitable linkages for pedestrians and cyclists; enabling passenger transport options in new developments; and the connectivity between housing and employment areas (Essex County Council)
- The provision and delivery of active and sustainable travel infrastructure in Local Plan policies should make sustainable modes favourable in comparison to the private car, to promote modal shift. CCC is referred to the findings of the independent Essex Climate Action Commission (ECAC) Report 2021 (Essex County Council)
- Cycleway, junction improvements and traffic management measures are already being implemented as part of the Chelmsford Active Travel Fund to help address peak time capacity issues on main roads through the city centre (Essex County Council)
- ECC has published its Bus Service Improvement Plan (2021 - 2026) to provide a new, high quality and reliable bus network (Essex County Council)
- Bus Network Reviews are being undertaken to identify barriers to passenger growth, connectivity or accessibility; identify measures to over-come the barriers and promote bus passenger growth (Essex County Council)

- ECC is undertaking a number of projects and reviews with regards to highway and transportation policy for existing and for new communities, which will feed into Local Transport Plan (Essex County Council)
- Support the principle of establishing multifunctional greenways to promote sustainable and active travel movements and contribute to health and wellbeing (Essex County Council)
- Welcome working with CCC on new highway and sustainable travel options, any implications arising from the A12 widening scheme, the integration of sustainable travel with any road proposals, and any transport hubs to support sustainable growth. However, the wider effect of any such new infrastructure will need to be fully assessed through the transport evidence (Essex County Council)
- ECC acknowledges there is a need for more innovative ways to tackle behavioural change regarding the take up of sustainable modes rather than the present approach by simply monitoring travel patterns. ECC is presently reviewing travel planning requirements for new developments to focus on achieving and maintaining higher mode share targets for active and sustainable travel (Essex County Council)
- Plan policies should include proactive action to retrofit public EV charging points in residential areas and not just focus on provision for new housing developments (Great Waltham Parish Council)
- Off peak bus services in Great Waltham are poorly used and need to be more affordable (Great Waltham Parish Council)
- Consider charging by car at the Park and Ride facilities to encourage more people to car share to them (Great Waltham Parish Council)
- No recognition in current plan policies of the need to connect South Woodham Ferrers and the villages to Chelmsford City other than by existing roadways. Better connectivity is needed by bike off the current road network and bus services need improving to encourage a shift away from the private car (South Woodham Ferrers Town Council)
- Support the installation of more domestic and publicly accessible EV charging points and ECC's preferred standards. ECC is preparing an Electric Vehicle Strategy to help with the roll-out of charging infrastructure and will work with CCC to help identify charging point locations and funding opportunities (Essex County Council)
- Support requiring contributions towards or the provision of car clubs on all major development sites (Essex County Council)
- Support the potential to allocate or safeguard land for expanding current Park and Ride sites (Essex County Council)
- ECC would still like to develop a new Park and Ride site to the west of Chelmsford in the future and which may well depend on the preferred spatial strategy (Essex County Council)
- New initiatives should have the broadest possible appeal (Great Waltham Parish Council)
- Developments should not go ahead without agreed transport infrastructure (Broomfield Parish Council)
- Support expansion of EV charging stations like Gridserve at Great Notley (Braintree District Council)

- Support proposals for walkable neighbourhoods for new major developments and considering how new neighbourhoods can be connected to the wider area (Braintree District Council)
- Support for many of the proposed policy changes including 15/20 Minute Walkable Neighbourhoods. Attractive active and public transport links should be provided between new and existing communities and between communities and infrastructure to promote integration and to ensure that benefits of growth are felt by the whole population (Mid and South Essex Integrated Care Board)
- Welcomes the opportunity to work with CCC to articulate what the health and wellbeing elements of a walkable neighbourhood would comprise and to consider how the principles can be applied to existing neighbourhoods to support reduction in health inequalities and improve population health (Mid and South Essex Integrated Care Board)
- Broadly supports the approaches being considered for new policies, acknowledging the relatively poor north-south connections within Essex. Would support opportunities to deliver better connected communities across the plan area including those settlements closer to Rochford District to its south, including South Woodham Ferrers (Rochford District Council)
- Support delivery of improvements to integrated active travel and sustainable transport routes between Rochford District and locations within Chelmsford City (Rochford District Council)
- Support for exploring a new policy on 15/20 minute walkable neighbourhoods within major developments. Suggest CCC consider current good practice and advice from the Town and Country Planning Association, the Essex Design Guide (EDG) and Sport England's latest Active Design guidance to be published in 2023 (Sport England)
- Support 15/20 Minute Walkable Neighbourhoods (Great Waltham Parish Council, Broomfield Parish Council)
- Still need provision for those who cannot walk/cycle 15/20 minutes or when things such as adverse weather make walking/cycling difficult or unsafe (Great Waltham Parish Council)
- The success of policies will depend on buy-in from other stakeholders such as education, employers and retailers (Broomfield Parish Council)
- 15/20 Minute Walkable Neighbourhoods should be an aspiration within appropriate locations rather than a blunt tool for site allocations or if could be used to prevent appropriate development, for example, in rural areas which are unable to meet all the principles. Success will require CCC to work with its partners to ensure local public services are in place and are retained (Home Builders Federation)
- Concern over whether 15/20 minute walkable neighbourhoods will be sustainable (Chelmer Housing Partnership)
- Question whether there is demand for allocating and safeguarding land for Park & Ride expansion; would be better if residents had a reliable, comfortable bus service to Chelmsford when they need it (South Woodham Ferrers Town Council)
- Needs to be more secure cycle storage facilities to increase bicycle travel including South Woodham Ferrers (South Woodham Ferrers Town Council)

- Useful to engage regarding future consideration of rapid transit e.g. linking to the Great Dunmow, the airport and the A120 corridor (Uttlesford District Council)
- Plan should mention of the role of parish councils in promoting sustainable transport infrastructure, especially through neighbourhood plans, for example, ensuring that proposals make sense locally. However, they need officer support particularly from Essex Highways and funding (Broomfield Parish Council)
- Alongside the proposal for 15/20 minute neighbourhoods, there needs to be a greater recognition of the need to locate major new housing developments close to commuting infrastructure. Major housing therefore needs to be located close to relevant transport hubs (e.g. the new rail station) and the A12 and A130 (south) corridors. It should be a given for all the five Spatial Approaches (Broomfield Parish Council).

#### Summary of General Consultees Comments:

- Support for the proposed approach (Newlands Spring Residents Association, Chelmer Housing Partnership, North West Parishes Group)
- Plan policies have resulted in development in areas without a good level of existing or proposed transport infrastructure and/or little capacity for sustainable travel infrastructure. For example, West Chelmsford and North of Broomfield have had proposed sustainable transport infrastructure withdrawn including a bus gate and the Great Waltham Cycle Route respectively (North West Parishes Group)
- Focus development closer to strategic transport corridors, such as the A12, the A130 and rail stations (North West Parishes Group)
- Sustainable transport alternatives need to be affordable and reliable (Chelmer Housing Partnership)
- Provide more detail on how proposals will be managed in more rural locations (Chelmer Housing Partnership)
- Support expressed for proposed policy changes (Chelmer Housing Partnership, L&Q)
- Evidence shows that hyper local neighbourhoods are more inclusive and resilient and overall build better communities for example, Sustrans (Chelmer Housing Partnership)
- Providing storage facilities for cycle equipment is often a design challenge; suggest that it would be the residents' choice whether to use the storage provided within their homes for cycle equipment, rather than imposing this as an additional storage requirement (L&Q).

#### Summary of Developer/Landowner/Agent Comments:

- Support expressed for the proposed approach (Pembroke Land Group, Grosvenor Property UK and Hammonds Estates LLP, Rosehart Properties Ltd, London & Cambridge Properties Limited, Taylor Wimpey, Croudace Homes, Vistry Group, Dandara, Wates Developments Limited, Chelmsford Garden Community Consortium, Dandara Eastern, Bellway Strategic, Bellway

Homes Ltd, Harris Strategic Land Limited, Greystoke CB, Hill Residential Ltd, Dominvs Group)

- Approach is consistent with national planning policy (Croudace Homes, Wates Developments Limited)
- Proposed approach should go beyond the identified initiatives and acknowledge that reliance on the private car is inevitable in more rural areas which are less accessible by sustainable modes of transportation (Dandara)
- The Strategic Priority should reference the role of settlement patterns in minimising travel by the private car (Dominvs Group)
- Support/endorse current plan policies (Taylor Wimpey, Gladman Developments Ltd, Pembridge Land Group, Dominvs Group)
- Consider more policy changes around opportunities for active travel. This will be particularly important if new development is allocated around the city (Dandara)
- Support expressed for some/all of the proposed policy changes (Taylor Wimpey, Rosehart Properties, Dominvs Group)
- Contributions to car club spaces off-site should be an evidenced base approach to justify how a contribution may support delivery and where else this should be located (Wates Developments Limited)
- Car Clubs policies should not focus on simply the number of car club spaces for a development but instead evidence consultation with car club providers and the encouragement of residents to use them (Dominvs Group)
- Should be cautious not to duplicate building regulations requirements for EV car charging points and to future proof the plan in the event that building regulations change (Wates Developments Limited)
- Designing EV charging points into new developments is more cost effective than seeking to install them retrospectively (Dandara, Graham Dines)
- Planning policies to “future proof for autonomous vehicles” is forward-thinking but could become unnecessarily onerous given the embryonic technology and associated legislation (Dominvs Group)
- Do not support policies to future proof developments to accommodate autonomous vehicles. This is contrary to the aspirations of NPPF and may promote new development that prioritises car usage over active and sustainable travel modes (Bellway Strategic, Bellway Homes Ltd)
- Support a flexible approach to 15/20 minute walkable neighbourhoods which reflects the context of each site and lower site densities that may be required in rural areas (Dandara, Dandara Eastern)
- Any specific policies that may be developed should be evidence-based and viability tested. The future expansion of Park and Ride facilities must be justified by need, together with mechanisms for recovery of land in the event that projected levels of demand for the Park and Ride facilities do not occur at the point when the plan is adopted (Ptarmigan Chelmsford A Limited)
- The review plan should continue to maximise development in Chelmsford City Centre and include ambitions for travel within the city centre itself. For example, the creation of a network of positive, animated, active, safe routes and spaces and to feed footfall into key areas of the existing city centre network (Dominvs Group)
- Allocate new development in Service Settlements to help increase bus service provision and a shift towards more sustainable modes of travel (Dandara)

- Significant growth within rural villages and along transport corridors is considered to consolidate an existing reliance on private car travel within these locations, and does not align with the Council's stated aspirations (Grosvenor Property UK and Hammonds Estates LLP)
- Sites in the Green Belt sites could deliver smart, active travel and sustainable transport (Hill Residential Ltd)
- Recognise the locational needs of the logistics sector and have policies to enable it to transition to a low carbon sector (Greystoke CB)
- Various developer/agent/landowner submissions comments suggesting that their proposed development sites will accord with the proposed approach.

#### Summary of Public Comments:

- Both support and opposition expressed for the proposed approach
- The approach/proposals are very Chelmsford City centric
- Support and opposition expressed for proposed policy changes and 15- 20 minute neighbourhood model
- Should require all new housing to provide direct access to cycling/walking networks alongside new homes
- Sustainable travel/alternatives to the car need to be realistic and affordable
- Better bus services are needed including in rural areas
- Unclear how initiatives will work in rural areas
- Ensure all new homes have electric charging points
- Also need to make existing development more sustainable
- The Chelmsford LCWIP is limited in scope and backward looking
- Greater active travel opportunities will require safe segregated and attractive active travel routes across the city
- Support using/extending Green Wedges for active travel where appropriate
- CCC should produce its own Cycling and Walking Strategy like East Suffolk Council
- Support for a light tram loop network to link new and planned developments to the railway stations. This could utilise existing bus lanes on Chelmer Valley Road
- Suggest a Bus Contract Pilot for Central Essex
- Traffic modelling needs to assess the impact of new development on Boreham Interchange which could worsen with the proposed improvements including the Chelmsford North East Bypass
- Cycle routes must extend further from the city centre and be safe to use, not on shared arteries
- Need to consider the impacts of autonomous vehicles increasing car ownership
- Ensure land is allocated for fossil fuel replacements
- Existing public transport is inadequate, and the policies lack vision
- Should do more to address areas of high traffic and rat runs
- Designate low traffic neighbourhoods
- New neighbourhoods should give priority to pedestrians and bikes over cars
- Need better bus services from villages to provide an affordable alternative to the car

- Focus development in urban areas closest to facilities and services
- Have shuttle buses across the city e.g. from Park and Ride to Broomfield Hospital
- Bike theft is an issue in the city centre
- Need up to date signage
- Remember the need for some residents to travel by car including the elderly
- Concern that proposals will not result in any improvement
- Ensure walking and cycling routes are future proofed for climate change for example, that they will not flood
- 15- 20 minute neighbourhood model will not work for Land North of South Woodham Ferrers given separation from the existing town by a road carrying increasing levels of traffic
- Most people need to travel significant distances to work which will likely be done by car rather than by bike
- Car clubs are highly unlikely to be of any use outside major centres of population
- Include reserve land needed for local infrastructure improvements for example, a new By-Pass / Ring Road to take the increasing levels of traffic generated by developments to the east of South Woodham Ferrers.

### **Our evidence says**

The following traffic modelling has been undertaken:

Sustainable Accessibility Mapping and Appraisal of Sites 2022 – this assessed 25 settlement areas identified across the five spatial approaches in the Issues and Options consultation document on their level of sustainable connectivity to key urban centres, employment, rail stations, bus services and bus stops, healthcare and education. They were also assessed on their digital connectivity highlighting the ability for residents to work from home thereby reducing peak hour journey trips on the local transport network. It should be noted that the appraisal assesses the current accessibility and connectivity of the locations and at this stage does not take into account future uncommitted infrastructure improvements which might come forward to support new development.

Transport Impact Appraisal of Spatial Approaches 2023 – this sets out the modelling methodology, results, and findings of the traffic impact appraisal of three selected Spatial Strategy options, identified following the Issues and Options consultation. The evidence shows that, in terms of overall network impact (severity and breadth) and without considering the scope for mitigation, option 2 is modelled as having the smallest impact, and option 3 as having the largest. Option 1 is characterised as having a broader, but less pronounced impact on the road network.

The wider cross boundary impacts are included in the relevant assessments.

The Preferred Options IIA 2024 focuses on sustainable development through a number of inter-related topics. Policies to ensure the delivery of infrastructure would help to mitigate the impact of new development by relieving congestion and promoting sustainable transport, and when combined with the locational approach to employment and retail uses would have a significant positive effect on transport.

## The Preferred Options Local Plan

Active and sustainable travel are covered throughout the Preferred Options Local Plan. They are included within Strategic Priority 1 (Addressing Climate Change and Ecological Emergency), 2 (Promoting smart, active travel and sustainable transport), 3 (Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks), 7 (Creating well designed and attractive places, and promoting the health and social wellbeing of communities), and 8 (Delivering new and improved strategic and local infrastructure), and feed into Strategic Policy S1 (Spatial Principles).

The need for active and sustainable transport to be included in development is then required in Strategic Policies S2 (Addressing Climate Change and Flood Risk), S14 (Health and Wellbeing), S5 (Protecting and Enhancing Community Assets), S16 (Connectivity and Travel), S9 (Infrastructure Requirements), S11 (The Role of the Countryside), S17 (Future of Chelmsford City Centre), through site allocation policies, and through Development Management Policies DM4 (Employment Areas and Rural Employment Areas), DM7 (New Buildings and Structures in the Green Wedge, DM10 (Change of Use (land and buildings) and Engineering Operations), DM20 (Delivering Community Facilities), DM24 (Design and Place Shaping Principles in Major Developments, and DM27 (Parking Standards).

Relevant proposed site allocation policies provide requirements for new or improved active travel routes.

New Strategic Policy S16 (Connectivity and Travel) and Development Management Policies DM7 (New Buildings and Structures in the Green Wedge), and DM10 (Change of Use (land and buildings) and Engineering Operations) introduce the role and function of Green Wedges to include infrastructure to support active travel.

Neighbourhood Plans which seek to assist in bringing forward more active and sustainable transport routes and infrastructure are welcomed.

New Strategic Policy S16 (Connectivity and Travel) includes reference to the Local Cycling and Walking Infrastructure Plan (LCWIP). The City Council rely on Essex County Council to produce these as the Highways and Transportation Authority.

New Strategic Policy S16 (Connectivity and Travel) seeks to create sustainable places which promote connectivity for all, by providing better access to modes of active and sustainable travel, including supporting development and infrastructure. It also includes new strategic scale developments to ensure they have considered how walkable neighbourhoods can be achieved, as well as achieve a significant modal shift to active and sustainable modes of travel.

New Strategic Policy S14 (Health and Wellbeing) includes the need for developments to create opportunities for active travel, including the provision of safe and attractive pedestrian and cycle routes. It also requires strategic scale development to incorporate Sport England and national Design Guide Active Design principles.

Strategic Policy S9 (Infrastructure Requirements) includes reference to the existing Essex County Council Local Transport Plan (LTP) and the need to continue to work with Essex County Council on the emerging LTP and include any further infrastructure requirements as they emerge. It also includes the consideration of additional Park and Ride facilities in West of Chelmsford and North East Chelmsford in the broad locations show on the draft Policies Map.

## The Preferred Options Local Plan

Development Management Policy DM25 (Sustainable Buildings) includes updated requirements for Electric Vehicle charging points. These are based on the Essex Part 1 Parking Guidance.

### 3 Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks

#### Historic Environment

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>14. Do you agree with the proposed approach being taken? If not, please give the reasons for your answer.</b>	27	6	22	55
<b>15. Do you have any views on the Council's current local planning policies of relevance to the historic environment and the decisions they lead to?</b>	N/A	N/A	19	19
<b>16. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	15	15

Summary of Specific and DTC consultees comments:

- The proposed approach to the historic environment is consistent with the latest national policy and guidance (Historic England)
- Important to celebrate local distinctiveness (Chignal Parish Council)
- Support the proposed approach of enhancement rather than preservation and avoiding harm of the historic environment (Broomfield Parish Council, Writtle Parish Council)
- Greater emphasis is needed for more control in areas with heritage assets (Writtle Parish Council)
- Reference needs to be made to Neighbourhood Plans (Writtle Parish Council)
- No issue with current plan policies (Great Waltham Parish Council)
- Current policies have led to some poor decisions (Broomfield Parish Council)
- Current policies do not have reference to local design codes (Broomfield Parish Council)
- South Woodham Ferrers was an outstanding 'Riverside Town' when built. The town's uniqueness has been overlooked in a historic sense. The town has a separate identity to Chelmsford (South Woodham Ferrers Town Council)

- What does 'celebrate' actually mean; it could represent something to everyone without being at all specific (Great Waltham Parish Council)
- Intention of the proposed policy is unclear and potentially contradictory (Great Waltham Parish Council).

#### Summary of General Consultees Comments:

- Support for the proposed approach to the historic environment (Newland Spring Residents Association).

#### Summary of Developer/Landowner/Agent Comments:

- Support expressed for the proposed approach (Grosvenor Property UK and Hammonds Estates LLP, Dominvs Group, Chelmsford Garden Community Consortium)
- Support the approach of enhancement of the historic environment rather than preservation and avoiding harm (Medical Services Danbury, Sampra Homes Ltd, Mr A Smith, Marden Homes Ltd, Chelmsford Garden Community Consortium)
- The approach should make reference to how new developments can positively contribute to enhancement of heritage assets (Dominvs Group)
- Current plan policies are consistent with national policy (Pembroke Land Group, Rosehart Properties, Gladman Developments Ltd).

#### Summary of Public comments:

- Support the approach of enhancement of the historic environment rather than preservation and avoiding harm
- The proposed approach needs to be made clearer
- The current approach to Protected Lanes is inadequate and they should have their own policy
- Support expressed for current policies and references in the Making Places SPD about built environment heritage assets
- Need to restore the historical character of Essex
- More needs to be done to protect natural historical character such as historic battle locations and ancient woodlands
- Should preserve the character of villages for future generations
- Chelmsford has lost many of its historic buildings due to poor development decisions
- There is too much new building and not enough regeneration
- Plan should give more encouragement to using/visiting historic environments
- Current plan policies are ruining the historic environment
- The Making Places SPD should include the river confluence and water space including local heritage buildings such as Moulsham Mill.

### **Our evidence says**

Four separate Heritage Assessments provide an assessment of the setting of designated and built non designated heritage assets within or in the vicinity of the preferred development sites. These have informed the site-specific allocations policies.

The Preferred Options IIA 2024 focuses on sustainable development through a number of inter-related topics. Policies to protect the historic environment would have significant positive effects on cultural heritage, landscape and townscape, and a minor positive effect on urban renaissance.

### **The Preferred Options Local Plan**

Strategic Policy S3 (Conserving and Enhancing the Historic Environment), and Development Management Policies DM13 (Designated Heritage Assets), DM14 (Non-designated Heritage Assets), and DM15 (Archaeology) remain largely unchanged as they continue to be consistent with national policy and guidance and are supported by Historic England.

In line with the 2023 Heritage Assessments, the site policies identify any potential Historic Assets which require protection and/or mitigation measures to ensure they are not harmed through proposed site allocations.

The Making Places SPD will be reviewed, and any appropriate changes/additions included.

Further information on the approach to the Historic Environment is set out in the Preferred Options Historic Environment Topic Paper.

## Natural Environment

Key statistics:

<b>Question</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>	<b>Total number of responses</b>
<b>17. Do you support the approach to be taken? If you disagree, please explain why</b>	34	13	32	79
<b>18. Do you have any views on the Council's current local planning policies of relevance to the natural environment and the decisions they lead to?</b>	N/A	N/A	27	27
<b>19. Do you have any views on the proposed ideas for new policies?</b>	N/A	N/A	55	55
<b>20. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	18	18

## Summary of Specific and DTC consultees comments:

- Support for approach (Essex County Council, Anglian Water Services Ltd, South Woodham Ferrers Town Council, Great Waltham Parish Council)
- Recommends that CCC use Natural England's District Level Licensing (DLL) Risk Zones to steer development away from "amber" zones (there are currently no red zones in Essex) and use the Essex Green Infrastructure Strategy and Technical-Guidance as part of its evidence base, which have been endorsed by Natural England (Essex County Council)
- Particularly support approaches for increasing biodiversity net gain (BNG) that can be integrated with green infrastructure provision and SuDS to reduce surface water run-off from development (Anglian Water Services Ltd)
- The proposed allocation of land for tree and woodland planting is commended particularly where this would provide multiple benefits for the environment, such as reducing surface water run-off and protecting soils (Anglian Water Services Ltd)
- Any review of the Green Wedge policies should ensure no conflict with aims such as flood storage capacity and provision for wildlife (Anglian Water Services Ltd)
- Approach places insufficient emphasis on locally valued landscapes. Local communities and parish councils should be encouraged to evaluate and enhance their local landscape and any relevant studies should feed into a CCC landscape strategy. Neighbourhood Plans following this approach should be given flexibility in applying it to spatial planning (Broomfield Parish Council)
- Support expressed for this proposed new Strategic Priority (Chignal Parish Council)
- Current plan policies are considered acceptable (South Woodham Ferrers Town Council)
- Have encountered no issues with current plan policies (Great Waltham Parish Council)
- Current policies appear to lead to blanket protection of some areas, such as the Green Wedge, pushing development on to other valued landscapes including high grade agricultural land. Prefer a more granular approach where parishes and local communities are empowered to take their own evidence-based decisions about the value of local landscapes and their sensitivity/capacity to absorb development (Broomfield Parish Council)
- Support expressed for ideas for proposed new policies (Environment Agency, Great Waltham Parish Council, Broomfield Parish Council, Uttlesford District Council)
- Broadly support a mandatory requirement for BNG above 10%, and collaboration on delivering this at a pan-Essex level, where appropriate (Rochford District Council)
- Acknowledge the ambition for 20% BNG. Further collaborative working is necessary between councils to consider the feasibility of delivering 10% BNG. In considering mitigation for site allocations, use the mitigation hierarchy in the first instance ahead of any offsite BNG provision. The Local Nature Partnership and the Local Nature Recovery Strategy will consider BNG (Essex County Council)

- Interested in understanding the evidence needed to support the 20% BNG target and how it could be delivered in isolation or on a wider Essex geography (Braintree District Council)
- Support 20% BNG in principle but will need to be justified by a clear evidence base as the policy develops (Natural England)
- Suggest collaborating on how the 20% can be viably secured in policy and made effective by onward monitoring (Uttlesford District Council)
- Consider alternatives to tree planting for carbon retention, for example creation of a saltmarsh and growing hemp or bamboo (South Woodham Ferrers Town Council)
- Include a commitment in the plan to reverse the long term decline in the number of farmland birds, and plans for rewilding or the creation of large wildflower meadows to help our endangered insects. There is no mention of river water quality monitoring, analysis and enforcement for breaches of raw sewage into the River Crouch (South Woodham Ferrers Town Council)
- There is a need to support local communities and parishes to identify and enhance local biodiversity and landscape assets (Broomfield Parish Council).

#### Summary of General Consultees Comments:

- Support expressed for the proposed approach and a 20% BNG policy (Newland Spring Residents Association)
- Essential that CCC consults with local wildlife groups on planning applications impacting habitats (The Essex Badger Protection Group)
- Extend Green Wedges to the boundary of the district. Restore the previous Green Wedge southern boundary at Sandford. It was wrong to remove Manor Farm against peoples wishes (Save Sandford Mill Campaign)
- Support for at least 20% BNG (The Woodland Trust)
- A 20% BNG policy will mean that site viability will become an issue, due to the space required for biodiversity. Consider off-site provision so that the best habitat areas can be developed (Chelmer Housing Partnership)
- No justification as to why the 20% BNG target is necessary, directly related to the planning application or fairly and reasonably related in scale and kind to the development being proposed. There is still considerable uncertainty as to the cost of delivering 10% BNG let alone 20%. 20% BNG will add significant cost to development including if more offsite delivery is required. It is considered that the Government consider 10% sufficient to address the impacts of development on biodiversity relating to any site (Home Builders Federation)
- Support a 20% BNG for developments where they produce gains in real terms - not after sites are cleared of all ecological value, making it easy to provide 20% gain with a few lawns and some bird boxes (The Essex Badger Protection Group)
- The review plan should make specific mention of the value of important landscapes to the north-west of Chelmsford such as the Writtle Farmland Plateau and the Pleshey Farmland Plateau (North West Parishes Group)
- Interested in working with CCC in developing policies beneficial to trees and woodland including stipulating a minimum 50 metre buffer for development from ancient woodland where developments exceed 10 dwellings,

encouraging veteran trees to be recorded on the Ancient Tree Inventory and requiring 20% BNG units to be maintained for a minimum of 50 years (The Woodland Trust)

- Local Nature Recovery Strategies should inform priority locations for new green infrastructure, and habitat creation and enhancement through BNG (The Woodland Trust)
- Everyone should be able to see three trees from their home and be no more than 300 metres from the nearest natural green space, with safe and accessible routes (The Woodland Trust)
- Consider our 'Access to Woodland Standard' which aspires that everyone should have a small wood of at least two hectares within 500 metres of their home and a larger wood of at least 20 hectares within four kilometres of where they live (The Woodland Trust)
- The Environmental Principles must be treated as a foundational component of the plan which must support the protection of sensitive natural assets, such as ancient woodland; be an exemplar of emerging BNG practice; and set high standards for the retention and provision of trees within developments (The Woodland Trust).

#### Summary of Developer/Landowner/Agent Comments:

- Support for the proposed approach to the natural environment (Grosvenor Property UK and Hammonds Estates LLP, Bellway Strategic, Hill Residential Ltd, Cliffords Group Ltd, Dominvs Group, Bellway Homes Ltd)
- Agree that natural environment policies need to ensure they are up to date with the most recent legislation and guidance (Dandara, Dandara Eastern)
- Support expressed for current plan policies – examples of reasons cited include that they are consistent with the NPPF and working effectively (Dominvs Group, Dandara, Dandara Eastern, Hill Residential Ltd, Rosehart Properties Ltd, Pembridge Land Group)
- Support provision for BNG for all major developments (Gray & Sons, Mr Alexander Micklem, Cliffords Group Ltd, Chris Buckenham, The Bucknell Family, Cliffords Group Ltd, Pigeon (Sandon) Ltd)
- Support approach to BNG as it encourages the development of brownfield sites which have the ability to make more transformative improvements to nature than the development of greenfield sites (Dominvs Group)
- Support the Council's ambition to exceed nationally set targets for BNG (Grosvenor Property UK and Hammonds Estates LLP)
- BNG minimum requirements must not compromise the deliverability of non-strategic sites (A.G. & P.W.H Speakman)
- 20% BNG would need to be supported by robust evidence (Greystoke CB)
- A requirement for 20% BNG would need to be finely balanced against viability and land use requirements (Gladman Developments Ltd)
- See how 10% BNG works in practice before reviewing the figure (Aquila Developments Ltd)
- There is uncertainty as to how the implementation of the 10% BNG target as secondary legislation is yet to be published. As such, retain a 10% BNG target with an ambition to exceed this where practical and feasible (Chelmsford Garden Community Consortium)

- Support a 10% BNG minimum requirement or flexibility for smaller sites and allocations to ensure they remain deliverable (H R Philpot & Sons)
- Deploy a more flexible approach to securing BNG on smaller sites to ensure they remain deliverable (Miscoe Enterprises Ltd, Hill Farm (Chelmsford) Ltd, C J H Farming Ltd)
- Requiring a BNG target above 10% should be an aspiration reflecting site circumstances (Taylor Wimpey, Rosehart Properties Ltd, Pembridge Land Group)
- Support BNG as part of developments, but there is no evidence base to justify a policy requirement higher than 10%. A better approach is for the policy to support national requirements, whilst encouraging developers to deliver a higher level of BNG where this is possible (Wates Developments Limited)
- Agree with the principle of BNG, but as 20% may be more difficult to achieve on previously developed sites a different approach should be explored (London & Cambridge Properties Limited)
- Do not support 20% BNG (Harris Strategic Land Limited, Bellway Strategic, Bellway Homes Ltd, Tarmac Trading Ltd, Gleeson Land)
- No evidence to support a 20% BNG target locally (Aquila Developments Ltd, Gleeson Land)
- Requiring 20% BNG could impact development viability/will need to be fully evidenced/justified (Dandara, Gleeson Land, Chelmsford Garden Community Consortium, Tarmac Trading Ltd, Taylor Wimpey, Bolton, S&D, Mr J Bolingbroke)
- Without any justification/evidence, 20% BNG is not considered effective or compliant with the NPPF. It will impact on the capacity and viability of development sites and the provision of other infrastructure and affordable housing as a larger proportion of available site area will be required for the delivery of habitat creation or enhancement. Retain the 10% minimum requirement for BNG (Bellway Strategic, Bellway Homes Ltd)
- Need to consider impact of 20% BNG cumulatively with the 'three for one' policy on new trees (Bellway Homes Ltd)
- 20% BNG on site could be difficult where existing ecological baselines are higher and will place pressure on the cost and availability of nearby land to provide off-site enhancements. Consider identifying large scale strategic opportunities in the review plan which developers could contribute to (Mr J Bolingbroke)
- Any BNG policy should recognise that where it cannot be achieved on site, off-site provision or financial contributions should be made subject to viability (Dandara)
- Target for 20% BNG is overly onerous and could be unworkable or unsustainable. Onsite provision could have implications on land take as a result of lowering average housing / employment densities onsite (Tarmac Trading Ltd)
- 20% BNG could undermine the deliverability of the plan and make some sustainable sites unviable. For example, if the current biodiversity value of a site is already high achieving a 20% increase will be significantly more difficult to achieve on site. The need to provide additional land off-site or purchase biodiversity 'credits' may negatively impact development viability and delivery of other benefits such as affordable housing (Gleeson Land)

- 20% BNG could impact the viability of a large number of developments and need to be fully evidenced. Suggest that any policy wording recognises that where it cannot be achieved on site, off-site provision or financial contributions should be made subject to viability as to not prevent the supply of housing (Dandara Eastern)
- Significant policy changes in the review plan could adversely affect the delivery timescales and viability of Chelmsford Garden Community Zone 1. Whilst the Development Framework Document (masterplan) reflects the aspiration to achieve 20% BNG for the development as a whole, the review plan should not set a target which exceeds the national requirement (Ptarmigan Chelmsford A Limited)
- 20% BNG will lead to the need for more land to be allocated for future development and potentially impact on development viability. Will need to be fully justified and evidenced. Any policy wording should recognise that where it cannot be achieved on site, off-site provision or financial contributions should be made subject to viability (Hill Residential Ltd)
- 20% BNG will need to be justified and tested. It will result in lower dwelling yields, meaning more allocated sites will be needed to deliver the housing requirement (Obsidian Strategic Asset Management Ltd)
- Local Plan Review should place an emphasis on equality of access to natural spaces, to ensure that the multifunctional benefits of green and blue infrastructure are available to all (Grosvenor Property UK and Hammonds Estates LLP)
- Promotion of land to the north of Roxwell for potential biodiversity offsetting (Tarmac Trading Ltd)
- Various developer/agent/landowner submissions made suggesting their site could contribute to BNG.

#### Summary of Public Comments:

- Mix of support and opposition for the proposed approach to the natural environment
- Proposed development at Hammonds Road would be inconsistent with the approach
- Unclear how development on a greenfield site can increase biodiversity
- There is too much green space being urbanised
- Plans/policies are not ambitious enough/need to do more
- Support flower planting alongside tree planting
- Countryside around wooded and common land should be given extra protection
- Our green spaces are fragmented and restrictive, and plans need to be more ambitious
- Essex needs a national park or Area of Outstanding Natural Beauty
- Work with other councils to dedicate and connect enormous areas of land for residents and wildlife
- Expand the narrow foot paths along rivers/farmland into vast wetland and meadows along the River Chelmer
- The environment of the Chelmer River, Chelmer Blackwater Navigation and the Chelmer Valley need protection from overuse, pollution and building

- Habitat and species mitigation/protection planning conditions need to be properly considered and enforced as they sometimes seem to be ignored
- Must push for as much BNG as possible together with endowment or stewardship schemes (as part of Section 106) that secure longevity and monitor biodiversity quality and ecological progress. Include streams and waterways
- Building on arable land and then adding trees and hedges to a new development does not increase biodiversity. A well-argued policy about preserving and enhancing the natural environment is needed
- Current policies are too loosely worded and meaningless, so securing net biodiversity gain is a tick box exercise
- No specific commitment in existing policies to the degree of access to be granted or how these areas will be protected from future development
- Support expressed for 20% BNG
- Arable land, unfarmed open grassland and wetlands also need to be preserved
- Need to ensure the BNG policy is properly delivered, monitored, enforced and the net gain is maintained. The long-term monitoring costs should lie with the developer and not the Council
- Plan should consider pesticide phase out and replacement alternatives
- Plan should consider water resources flood plains, allocation of beaver sites and reservoirs
- Consider areas of waterways upstream from the weir at Chelmer Waterside would benefit from a public realm scheme audit. The proposed highway access bridge will have a negative impact on the development potential of the environment and an alternative should be pursued
- Object to the Manor Farm development and new Country Park.

### **Our evidence says**

The Local Plan Viability Update 2023 supports a 20% biodiversity net gain on the two Garden Communities. It also sets out the reasoning behind the approach retain a requirement for a minimum of 10% biodiversity net gain, while feasibility for a higher amount is being explored on all other policy requirements.

The Green Wedge evidence base reports support the policies in the Preferred Options Local Plan and notations on the draft Policies Map for the Green Wedge.

The Landscape and Sensitivity Capacity Assessments evidence base reports (2017, 2018 and 2024) support the policies in the Preferred Options Local Plan and the employment and housing notations on the draft Policies Map.

The Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment (2006) sets out the characters of the landscapes in the Chelmsford administrative area. This is still relevant.

The Preferred Options IIA 2024 focuses on sustainable development through a number of inter-related topics. Policies to protect the natural environment would make a positive contribution to a number of the IIA objectives, with significant positive effects on biodiversity, flood risk and climate change.

The Habitats Regulations Assessment conducted as part of the Preferred Options IIA 2024 sets out that there is no reason suggest any particular site should not be allocated for HRA related reasons, and none of the proposed policies are likely to

## Our evidence says

introduce fundamentally unavoidable adverse effects on the integrity of any European sites. Recreational pressure effects on the Essex Coast, water quality, water resources and air quality are all considered to be able to be suitably mitigated.

Essex Infrastructure Strategy describes the need for green infrastructure in Essex and sets a vision and objectives for the delivery of green infrastructure. The strategy has informed the policies in the Preferred Options Local Plan.

Chelmsford Green Infrastructure Strategic Plan 2018-2036 identifies the character and opportunities associated with Green Infrastructure across the City Council area and has informed the policies in the Preferred Options Local Plan.

[GCN Risk Zones \(Essex\) | GCN Risk Zones \(Essex\) | Natural England Open Data Geoportal \(arcgis.com\)](#) provides an interactive map that shows the extent and distribution of habitats in England.

## The Preferred Options Local Plan

Updated Strategic Priority 3 promotes high quality green infrastructure, the protection, enhancement and creation of wildlife corridors and ecological connectivity.

Policy DM16 (Protection and Promotion of Ecology, Nature and Biodiversity) requires development to take account of the Chelmsford Green Infrastructure Strategic Plan, Local Nature Recovery Strategy (LNRS), and the Essex Green Infrastructure Strategy.

Strategic Policy S11 (The Role of the Countryside) makes it clear that any development within Green Wedges should not adversely affect the identified character and function of these distinctive landscapes, which includes flood storage capacity and provision for wildlife.

Strategic Policy S11 (The Role of the Countryside) includes reference to relevant evidence being prepared to support a Neighbourhood Plan being applicable to the consideration of an areas character.

Strategic Policy S4 (Conserving and Enhancing the Natural Environment) and Development Management Policy DM16 (Protection and Promotion of Ecology, Nature and Biodiversity) require qualifying developments to provide a minimum of 10% biodiversity net gain above the existing ecological baseline value of the site, it also encourages the delivery of a greater than 10% mandatory biodiversity net gain. Policy DM16 (Protection and Promotion of Ecology, Nature and Biodiversity) and site allocations policies Strategic Growth Site Policy 6 (North East Chelmsford – Chelmsford Garden Community) and Strategic Growth Site 16a (East Chelmsford Garden Community (Hammonds Farm) also require 20% biodiversity net gain on the two Garden Communities.

Strategic Policy S4 and Policy DM16 also take into account local priorities set out in the Local Nature Recovery Strategy, the Essex Infrastructure Strategy and Chelmsford Green Infrastructure Action Plan, and supports creating biodiversity sites in appropriate locations, including sites associated with the emerging Local Nature Recovery Strategy.

Further information on the implementation of BNG will be set out in a Planning Advice Note and updated Making Places SPD.

## The Preferred Options Local Plan

Strategic Policy S4 (Conserving and Enhancing the Natural Environment) and Development Management Policy DM16 (Protection and Promotion of Ecology, Nature and Biodiversity) require qualifying developments to contribute to the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS). The Essex Coast RAMS, which has the brand name Bird Aware Essex Coast, aims to deliver the mitigation necessary to avoid adverse effects on the integrity of habitat sites from the in-combination impacts of residential development in Essex.

Development Management Policies DM17 (Trees, Woodland and Landscape Features) and DM23 (High Quality and Inclusive Design) continue to protect natural landscape features which are important to the character and appearance of an area and requires development to respect the character and appearance of an area.

Development Management Policy DM17 (Trees, Woodland Landscape Features) introduces the requirement for three new trees to be planted per net new dwelling, and a significant number of new trees to be planted for major new employment and infrastructure development.

Changes to Green Wedge policies including Development Management Policy DM7 (New Buildings and Structures in the Green Wedge) do not conflict with aims such as flood storage capacity and provision for wildlife.

River water quality monitoring, analysis and enforcement for breaches of raw sewage into the River Crouch is outside the scope of the Local Plan.

Natural England's interactive map, showing the extent and distribution of habitats in England, shows land that is not built-up or farmed to be 'amber'. Such 'amber' land is identified in parts of many greenfield site allocations including 6, 16a and 16b. The Preferred Options Local Plan seeks to minimise the loss of this land. However, to meet our development needs it is inevitable that some such land will be lost. This should be balanced against the relative scale of the loss and other planning factors such as sustainability and general suitability for development of the location. In addition, the IIA does not suggest any particular site should not be allocated for HRA related reasons, and none of the proposed policies are likely to introduce fundamentally unavoidable adverse effects on the integrity of any European sites.

In addition, protection for newts and other species is achieved through policies such as Policy DM16 (Protection and Promotion of Ecology, Nature and Biodiversity) and design policies in general.

## Strategic Priorities for Growth

### 4 Ensuring sustainable patterns of development and protecting the Green Belt

#### Countryside

Key statistics:

<b>Question</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>	<b>Total number of responses</b>
<b>21. Do you support the approach to be taken? If you disagree, please explain why?</b>	34	17	62	113
<b>22. Do you have any views on the Council's current local planning policies of relevance to the countryside and the decisions they lead to?</b>	N/A	N/A	36	36
<b>23. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	17	17

**Q21. Do you support the approach to be taken? If you disagree, please explain why?**

Summary of Specific and DTC consultees comments:

- Support the proposed approach (Braintree District Council, Broomfield Parish Council, Essex County Council)
- Consider the balance between active travel corridors and flood storage capacity and wildlife as there may be a conflict between these aims (Essex County Council)
- Support sustainable greenways for improved health and wellbeing, recreation and commuting. All cycle ways and routes should be hard surfaced and consistent with cycling infrastructure design LTN 1/20 (Essex County Council)
- Support the broader role for the Green Wedges which includes aspirations for new active travel corridors (Broomfield Parish Council, South Woodham Ferrers Town Council)
- Development should be concentrated where there is less need for enhanced active travel corridors (Great Waltham Parish Council)
- Green Buffers are included in the Adopted Braintree Local Plan and these should be considered for Chelmsford too (Braintree District Council)
- Community feedback shows overriding importance of the countryside (Broomfield Parish Council)
- Concern about the sprawl of new development into green countryside (Great Waltham Parish Council)
- Green belt boundaries should only be altered where there is evidence and justified exceptional circumstances (Galleywood Parish Council)

- Approach opens up opportunity for development on Green Belt (Galleywood Parish Council)
- Concern that the green necklace around South Woodham Ferrers will disappear with potential development (South Woodham Ferrers Town Council).

#### Summary of General Consultees Comments:

- Green Belt should not be used for new footpaths or cycle links which would impact on local wildlife (The Essex Badger Protection Group)
- Support the proposed approach (Newland Spring Residents Association)
- Do not support any development which would adversely impact on the existing bridleway network (Essex Bridleways Association).

#### Summary of Developer/Landowner/Agent Comments:

- Support expressed for the proposed approach (Bellway Homes Ltd, Sempra Homes Ltd, Mr A Smith, Marden Homes Ltd, Greystoke CB, C J H Farming Ltd, Grosvenor Property UK and Hammonds Estates LLP, Dandara, Dandara Eastern, Cliffords Group Ltd)
- Proposed approach correctly protects the Green Belt in line with national policy (Bellway Homes Ltd, Bellway Strategic, Greystoke CB)
- Proposed approach directs growth to most sustainable locations in line with national policy (Dandara, Bolton, S&D, Dandara Eastern)
- Support the consideration given to Green Wedges in respect of the provision new active travel corridors (Sempra Homes Ltd, Bellway Strategic, Grosvenor Property UK and Hammonds Estates LLP, Obsidian Strategic Asset Management Ltd, Writtle University College and Endurance Estates, Wates Developments Limited, Stonebond Properties Ltd, Dandara, Saxtons 4x4, Mr J Bolingbroke, Miscoe Enterprises Ltd, The Bucknell Family, Cliffords Group and Mr Mark Peters, Cliffords Group Ltd, Hill Farm (Chelmsford) Ltd)
- Without a Green Belt Review allocations will create a distorted pattern of growth (Rosehart Properties, Pembridge Land Group, Barratt David Wilson)
- A Green Belt Review should be undertaken (Rosehart Properties, Writtle University College and Endurance Estates, Martin Grant Homes, Pembridge Land Group, Hill Residential Ltd, Vistry Group, Ravenscraig Close Ltd, Taylor Wimpey Strategic Land, Saxtons 4x4, Barratt David Wilson)
- Without allocating sites in the Green Belt settlements in the Green Belt will decline (Barratt David Wilson)
- Should allow for more development on brownfield/previously developed land in the Green Belt (Ravenscraig Close Ltd, Sedum Ltd)
- Updated Employment Needs Study is required to assess whether exceptional circumstances exist to release/review land in the Green Belt (Gray & Sons)
- Should consider the role of previously developed land in the urban area to reduce the amount of greenfield land developed (Sempra Homes Ltd, Marden Homes Ltd)
- Should consider expanding existing allocations/maximising the amount of housing in site allocations which are already considered sustainable for growth (Mr A Smith, Marden Homes Ltd)

- Should consider improving sustainable and active travel corridors between the countryside and city centre and not just in Green Wedges (Bellway Strategic)
- Sites for the logistics sector should be allocated outside of the urban area (Greystoke CB)
- Support the protection of the countryside but there should be a review of countryside policy (DM8) to assess the function of the Rural Area and whether it can accommodate a modest amount of residential growth (C J H Farming Ltd, A.G. & P.W.H Speakman, H R Philpot & Sons)
- Improvements in the city centre and waterways provide potential to enhance the Green Wedge and provide opportunity for use of the river for leisure and travel (Dominvs Group)
- Should allow for sustainable settlements to expand into the countryside to ensure the villages retain facilities and services (Dandara, Bolton, S&D, Marden Homes Ltd)
- Should be a review of the wider role of Green Wedges to assess if there are sites within or on the fringes in sustainable/accessible locations or of diminished quality which should be allocated for development (Stonebond Properties Ltd, Dandara Saxtons 4x4, Mr J Bolingbroke, Miscoe Enterprises Ltd, The Bucknell Family, Cliffords Group, Cliffords Group and Mr Mark Peters, Hill Farm (Chelmsford) Ltd)
- Should consider the role of the Green Wedges for leisure, fitness, health and wellbeing beyond the proposed active travel corridors. Provision of leisure facilities/development in the Green Wedges which promote health and wellbeing should be explored and supported (Cliffords Group Ltd, David Lloyd Leisure and Aquila Development Ltd)
- Should consider the role of the Green Wedge in their entirety including in respect of rural diversification in particular rural based businesses and rural tourism as well as leisure (Cliffords Group Ltd).

#### Summary of Public Comments:

- Support new active travel corridors – these can reduce traffic and improve accessibility to the countryside
- New active travel corridors would conflict with the Green Wedge functions for flood storage and wildlife
- Protection for the Rural Area needs to be stronger
- No changes should be made to the Green Wedges
- Green spaces are needed for health and biodiversity
- Approach so far has not protected the Green Belt
- Protecting the Green Belt results in development only going north and west
- Villages are being lost into the urban area
- Green Belt should not be built on
- Green Belt to the south of Chelmsford is poorer quality land which could be developed.

**Q22. Do you have any views on the Council's current local planning policies of relevance to the countryside and the decisions they lead to?**

Summary of Specific and DTC consultees comments:

- Support the approach of current policies (Writtle Parish Council)
- Support the principle current policies to protect the Green Belt and Green Wedges (Uttlesford District Council)
- Suggest the creation of countryside protection zones around sensitive settlement locations where environmental quality is high. Should consider these along the district boundary with Uttlesford (Uttlesford District Council)
- The current blanket policy approach has pushed development to less protected highly valued landscapes for instance the Green Wedge boundary with the B1008 (Broomfield Parish Council)
- Developments on the edge of the city have insufficiently addressed the impact on the countryside (Great Waltham Parish Council).

Summary of General Consultees Comments:

- The current policy does not put emphasis on the creation of equestrian friendly routes (Essex Bridleways Association).

Summary of Developer/Landowner/Agent Comments:

- Current policies reflect the NPPF and direct development in the most sustainable locations (Dandara Eastern, Dandara, Graham Dines)
- The current Green Wedge policy is overly restrictive, and all of the land designated Green Wedge needs to be reconsidered to assess if it is capable of being used for its intended purpose (Sempra Homes Ltd, Obsidian Strategic Asset Management Ltd, Mr J Bolingbroke)
- Council should be more open towards developments in the countryside which could benefit the sustainability of smaller villages particularly sites with good public transport links (Dandara, Graham Dines, H R Philpot & Sons, C J H Farming Ltd)
- The Council should review the Green Belt boundary (Saxtons 4x4)
- Since the current Local Plan was adopted the NPPF has progressed, and the Strategic Policy and Green Wedge designation are constraining development (Obsidian Strategic Asset Management Ltd)

Summary of Public Comments:

- Current policies are inadequate as development has negatively impacted nature and local wildlife
- Current policies do not protect farmland in respect of food security
- Current policies do not emphasise enough the role of farmland in its role as flood protection
- Essential that policies discourage urban sprawl
- Imperative that the Local Plan continues to protect the Green Belt

- Imperative that the Local Plan protects from creating small satellite developments.

**Q23. Have we missed anything? Where possible, please support your answer with reference to any evidence.**

Summary of Specific and DTC consultees comments:

- South Woodham Ferrers should be connected with the National Cycle Network (NCN) with at least one dedicated cycleway (South Woodham Ferrers Town Council)
- South Woodham Ferrers at a disadvantage as it is not protected by Green Belt or the Green Wedge (South Woodham Ferrers Town Council)
- Important to retain through the review a 'green necklace' around the north of South Woodham Ferrers as part of any development in that location (South Woodham Ferrers Town Council)
- Approach should be broadened to be a more granular and with more of a local say (Broomfield Parish Council)
- Specific mention of the role of Neighbourhood Plans should be made about evidence-based decisions about the value of local landscapes and their sensitivity/capacity to absorb development (Broomfield Parish Council)
- Consideration should be given to the wider role of Green Wedges with regards to BNG, inclusion within the Local Nature Recovery Strategy (LNRS) and increasing access to nature (Natural England).

Summary of General Consultees Comments:

- None.

Summary of Developer/Landowner/Agent Comments:

- A Green Belt Review should be undertaken (Rosehart Properties Ltd, Pembridge Land Group, Taylor Wimpey Strategic Lane)
- Consultation is unclear on the approach to settlement boundaries (Aquila Developments Ltd).

Summary of Public Comments:

- Plan needs to have a greater emphasis on 'green jobs'.

<b>Our evidence says</b>
The Green Wedge evidence base reports support the policies in the Preferred Options Local Plan and notations on the draft Policies Map for the Green Wedge.
The amount of development required during the plan period 2022-2041 can be accommodated outside of the Green Belt so there is no need to carry out a Green Belt review. This accords with national policy and guidance.

## **Our evidence says**

The majority of the agricultural land in Chelmsford is either Grade 2 or 3. The Best and most versatile agricultural land is classified as Grades 1-3a. The Preferred Options Local Plan Spatial Strategy promotes development on previously developed sites. However, as the identified development needs cannot be accommodated solely on previously developed land, the loss of some agricultural land to development is inevitable. The Preferred Options Local Plan would lead to a loss of approximately 853 hectares of Grade 3 agricultural land and approximately 246 hectares of Grade 2 land. This equates to around 2.4% of the total Grade 2 and around 4.2% of the total Grade 3 land in the plan area, although further site-specific assessments are needed to determine the split between Grade 3a and 3b.

The Urban Area Boundaries (UAB) and Defined Settlement Boundaries (DSB) Technical Note 2024 informs and supports the UABs and DSBs on the draft Policies Map.

The Preferred Options IIA 2024 focuses on sustainable development through a number of inter-related topics. Policies to protect the countryside would make a positive contribution to a number of the IIA objectives, with significant positive effects on biodiversity, landscape character, with minor positive effects on other objectives including transport, water, flood risk, cultural heritage, and climate change.

## **The Preferred Options Local Plan**

Strategic Policy S11 (The Role of the Countryside) and Development Management Policies DM7 (New Buildings and Structures in the Green Wedge), DM9 (Infilling in the Green Belt, Green Wedge and Rural Area), DM10 (Changes of Use (land and buildings) and Engineering Operations), DM11 (Extensions to Existing Buildings within the Green Belt, Green Wedge and Rural Area), and DM12 (Rural and Agricultural Workers' Dwellings) offers an appropriate level of protection from development in the Green Wedge.

The Preferred Options Local Plan maximises the amount of development on previously developed land where available.

There are no alterations proposed to the Green Belt boundary. Strategic Policy S11 (The Role of the Countryside) and Development Management Policies DM6 (New Development in the Green Belt), DM9 (Infilling in the Green Belt, Green Wedge and Rural Area), DM10 (Changes of Use (land and buildings) and Engineering Operations), DM11 (Extensions to Existing Buildings within the Green Belt, Green Wedge and Rural Area), and DM12 (Rural and Agricultural Workers' Dwellings) allow for appropriate development in the Green Belt in accordance with national policy and guidance.

The countryside beyond the Green Belt and Green Wedge is known as the Rural Area. Strategic Policy S11 (The Role of the Countryside) and Development Management Policies DM8 (New Buildings and Structures in the Rural Area), DM9 (Infilling in the Green Belt, Green Wedge and Rural Area), DM10 (Changes of Use (land and buildings) and Engineering Operations), DM11 (Extensions to Existing Buildings within the Green Belt, Green Wedge and Rural Area), and DM12 (Rural and Agricultural Workers' Dwellings) provide an appropriate level of protection from development in these areas, in accordance with national policy and guidance.

## The Preferred Options Local Plan

Further information on the approach to the Spatial Strategy is set out in Preferred Options Spatial Strategy and Strategic Sites Topic Paper.

Where relevant site allocations make reference to the need to ensure bridleways are appropriately protected and/or enhanced and Development Management Policy DM10 (Changes of Use (land and buildings) and Engineering Operations) makes it clear that development which supports the role of the Green Wedge as an active travel corridor, includes proposals which facilitate greater use of all other active modes of travel, including leisure travel and horseback.

Strategic Policy S11 (The Role of the Countryside) has been amended to include reference to providing for nature in the Green Wedge, including through the Local Nature Recovery Strategy and biodiversity net-gain.

Strategic Policy S11 (The Role of the Countryside) includes reference to relevant evidence being prepared to support a Neighbourhood Plan being applicable to the consideration of an areas character.

The draft Policies Map indicates the proposed settlement boundaries across the Local Plan area.

### Special Policy Areas (SPAs)

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>24. Do you agree with the proposed approach being taken? If not, please give the reasons for your answer.</b>	18	4	10	32
<b>25. Do you have any views on the Council's current Special Policy Areas and the decisions they lead to?</b>	N/A	N/A	14	14
<b>26. Are there any additional Special Policy Areas you think should be added? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	15	15
<b>27. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	10	10

Summary of Specific and DTC consultees comments:

- Support the proposed approach (Broomfield Parish Council, South Woodham Ferrers Town Council, Essex County Council)

- Support the proposed objective of strengthening access to the sites by sustainable modes of transport and minimising traffic pressures on local roads (Essex County Council)
- Concerns about adverse effects of Broomfield Hospital and Chelmsford City Racecourse Special Policy Areas SPAs on the Great Waltham Parish including impacts on local services and facilities (Great Waltham Parish Council)
- Policy should have a commitment to resolve issues arising from activity within the Broomfield Hospital SPA (Broomfield Parish Council)
- Development within SPAs need to be considered in the wider context of the adjoining area, for example traffic impacts generated by the development of Broomfield Hospital and how these are mitigated (Broomfield Parish Council)
- Developments within the Broomfield Hospital SPA do not always take account of adverse quality of life factors generated by their implementation (Great Waltham Parish Council)
- Any work needs to take account of cross border impacts at Broomfield Hospital, Chelmsford City Racecourse and Writtle University College SPAs (Uttlesford District Council)
- Need for stricter controls on development close to the boundary. Impact of development at Chelmsford City Racecourse SPA such as lighting on residents and wildlife in neighbouring districts needs more cross border working (Braintree District Council)
- Current SPA policy has not dealt with the issues around the flood lighting at the Chelmsford City Racecourse (Braintree District Council)
- Support approach to the wider Hanningfield Reservoir Treatment Works site given the impacts of climate change and the essential requirement to continue to supply water to the area and support the council's growth aspirations (Essex & Suffolk Water)
- Amend the Hanningfield Reservoir Treatment Works SPA to include proposals for renewable energy which would reduce reliance on the grid and also contribute towards achieving climate change goals (Essex & Suffolk Water).
- Current policy only refers to Hanningfield Reservoir Treatment Works site. The treatment works is only a part of the water infrastructure at the site and there are numerous pipelines and other infrastructure which may need to be upgraded or replaced and the policy does not recognise this (Essex & Suffolk Water)
- Current Policy has missed the increased role/emphasis of green and blue infrastructure in relation to leisure activities and its effect on health and well-being should be considered (Essex and Suffolk Water)
- Should include plans for active travel links to Hyde Hall and Hanningfield Reservoir SPAs from South Woodham Ferrers (South Woodham Ferrers Town Council)
- Clarification is required for the word 'development' in the RHS Hyde Hall SPA policy as to whether that means development which enhances facilities in the SPA or otherwise (South Woodham Ferrers Town Council)
- Existing SPA Policy has missed the provision of environmental mitigation measures in association with traffic movements generated through and from Uttlesford District (Uttlesford District Council)

- SPA masterplans should be developed in consultation with local communities (Broomfield Parish Council)
- Town Centre brownfield sites should be included as SPAs. This would then have tighter requirements for a denser and more urban form, co-location of uses, quality public realm befitting Chelmsford's city status and its role as a central location for investment. This would also help internalise movements, complement the Green Wedges to control development pressure around the periphery on the quality landscape and agricultural land in the countryside, and overall help to meet resource conservation, embodied carbon and climate change objective. The need is to reduce the impact of growth on traffic volumes and the principal road infrastructure particularly the ongoing impact westwards from Chelmsford on the network (Uttlesford District Council).

#### Summary of General Consultees Comments:

- Support the proposed approach (Newlands Spring Residents Association).
- The current SPA policy on Sandford Mill needs to be reviewed in line with the recommendations made on flooding, flood prevention and infrastructure improvements raised within the I&O consultation document (Save Sandford Mill Campaign).

#### Summary of Developer/Landowner/Agent Comments:

- Agree with the proposed purpose and objectives (Rosehart Properties Ltd)
- No evidence to support a need to designate more SPAs (Pembroke Land Group, Rosehart Properties Ltd)
- Former BAE site should be added as an SPA (Rosehart Properties Ltd)
- To enable delivery of the vision for Writtle University College (WUC), it would be helpful for the Local Plan Review to include a comprehensive review of planning policy at WUC, including the approach to the SPA. The existing policy is simply 'not special enough' and does not currently cover all areas of the campus (Writtle University College and Endurance Estates)
- Expansion of the Writtle University College SPA should be considered. A review of the SPA or Green Belt should be undertaken to include land to the west and south to allow for the continued investment and enhancement in the facilities at WUC (Writtle University College and Endurance Estates).

#### Summary of Public Comments

- Difficult to follow the proposed approach
- Unclear why Broomfield Hospital and Racecourse are SPAs
- Current SPA Policy is failing in respect of Broomfield Hospital and improving the difficult access to Broomfield Hospital should be included
- The land being developed around the hospital should be used for current and future needs of the hospital
- Natural areas should be protected as part of the proposed approach
- Chelmer Valley between Chelmsford and Maldon should be added as an SPA
- The Ridge in Little Baddow/Danbury should be added as an SPA

- Natural environment e.g. ancient woodlands, waterways and former royal hunting grounds should be added as an SPA
- Widford Estate and Hylands Park including the local golf course, businesses and potential park and ride site should be added as an SPA.

### **Our evidence says**

The vehicular access road to Broomfield Hospital proposed in the adopted Local Plan is not part of the masterplan for the development North of Broomfield (SGS8) so is no longer considered achievable/deliverable.

The masterplan for Strategic Growth Site 3a East of Chelmsford – Manor Farm includes a connection to Sandford Mill with a proposed footway and cycleway bridge across the River Chelmer.

Writtle College and Anglia Ruskin University (ARU) merged in 2023. The Titchmarsh Centre at ARU Writtle is a University teaching facility, so is proposed for inclusion in the SPA.

The Preferred Options IIA 2024 considers that the spatial definition of the Special Policy Areas will limit the positive effects to within these areas, but will enable operation and functional requirements to be planned in a strategic and phased manner.

### **The Preferred Options Local Plan**

Where relevant, the SPA policies include provision to manage impacts of development proposals on surrounding areas including minimising traffic pressures on local roads. This would include any mitigation measures that may need to be provided. A key objective of all the SPAs is to strengthen access to the sites by sustainable transport. Information on active travel plans would be too detailed for inclusion within the policies, but SPA1 (Broomfield Hospital Special Policy Area) and SPA4 (RHS Hyde Hall Special Policy Area) have been updated.

Reference to a new vehicular access road from the Main Road has been removed from Policy SPA1 (Broomfield Hospital Special Policy Area) as the road is no longer coming forward. No new residential allocations are proposed in the Preferred Options Local Plan around Broomfield Hospital.

Policy SPA2 (Chelmsford City Racecourse Special Policy Area) has been updated to ensure future developments have regard to nearby residential properties and wildlife.

Existing Policy SPA3 (Hanningfield Reservoir Special Policy Area) makes reference to water infrastructure and ancillary development and is considered fit for purpose. Any additional green/blue infrastructure proposals could be considered on their merits under the existing policy. There is also no need to make specific references to renewable energy proposals as this is adequately covered by Policy DM19 (Renewable and Low Carbon Energy) and the NPPF. The policy has been updated to promote ecological interest.

No amendment to SPA3 (Hanningfield Reservoir Special Policy Area) is proposed to remove the requirement to show a demonstrable need for schemes. This requirement is reasonable so an exception for it can be made in the Green Belt if appropriate. The existing SPA boundary already covers the wider area of Hanningfield Reservoir and promotes appropriate recreational uses.

## The Preferred Options Local Plan

A reference to connections to Sandford Mill from development to the south has been included in Policy SPA5 (Sandford Mill Special Policy Area).

Writtle College has been changed to ARU Writtle in Policy SPA6 (ARU Writtle Special Policy Area). A reference to the Titchmarsh Centre has been added to the policy and the draft Policies Map to recognise that this is part of the University campus facilities. Land to the south is excluded from the SPA to protect potential coalescence with Writtle village. The sport pitches at Fox Burrows Lane are also excluded to protect the local landscape.

SPAs are used for facilities or institutions which lie outside built-up areas. This designation is therefore not appropriate on town centre brownfield sites, the former BAE Systems site, Widford Employment Area, The Ridge in Little Baddow/ Danbury, Chelmer Valley between Chelmsford and Maldon, Hylands Park and areas of land not linked to a facility/institution. Any changes to Green Belt boundaries would require a district-wide Green Belt review which is not being undertaken as it is not supported by national planning policy.

### 5 Meeting the needs for new homes

#### Housing

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>28. Do you support the approach being taken? If you disagree, please explain why?</b>	43	17	82	142
<b>29. Do you have any views on the Council's current housing policies and the decisions they lead to?</b>	N/A	N/A	34	34
<b>30. Should we be considering any alternative options for a housing supply buffer?</b>	N/A	N/A	48	48
<b>31. Do you have any views on the proposed ideas for new policies or significant changes?</b>	N/A	N/A	38	38
<b>32. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	24	24

Summary of Specific and DTC consultees comments:

- Supports the approach that has been taken to date, but additional evidence base work needs to be undertaken, as identified by CCC, to ensure the Housing Requirement is adequately met (Basildon Borough Council)
- Supports the approach and confirms will not need CCC to meet any of their need (Braintree District Council)

- As CCC is proposing an over-provision, requests consideration is given to accepting some of their housing requirement (Castle Point Borough Council)
- Welcome the acknowledgement that any needs that cannot be met within neighbouring authorities will be considered in establishing the amount of housing to be planned for. This process should follow the Essex Planning Officers' Association (EPOA) Guidance Note Mechanism for the Consideration of Unmet Housing Need (2017) and the Mechanism for the consideration of Unmet Gypsy and Traveller Need (2018) (Essex County Council)
- Dispute the shortfall and need to provide a 20% buffer since there is nearly always a 20% uplift in the number of houses built on sites. 5% would be sufficient (South Woodham Ferrers Town Council)
- Supports the intention of CCC to fully meet its own housing needs within their administrative boundary including the 20% supply buffer and the use of the standard method (Essex County Council, Brentwood Borough Council, Uttlesford District Council, Rochford District Council, Maldon District Council)
- Disagree with a buffer and why 20% was chosen. The buffer is actually two buffers – rounding up to 1,000 dwelling per annum (dpa) plus an additional 20% buffer on top (Writtle Parish Council, Broomfield Parish Council, Great Waltham Parish Council, Boreham Parish Council)
- Any buffer should not be used to meet the needs of neighbouring authorities who are unable to meet their housing needs (Broomfield Parish Council)
- Community Land Trusts (CLTs), rural exception sites and the proposal for 'affordable housing sites adjacent to settlement boundaries' offer a better and more targeted way of meeting need, including Specialist Residential Accommodation (SRA), than increasing the buffer (Broomfield Parish Council)
- Disagree with having affordable housing on the edge of Defined Settlement Boundaries (DSBs) as it could lead to exclusion (South Woodham Ferrers Town Council)
- The list of parishes eligible for rural exception sites should be extended to include larger villages (Broomfield Parish Council)
- Will need to decide whether market housing should be used to support rural exception schemes as per paragraph 78 of the NPPF (Braintree District Council)
- More council-owned housing is needed and the site threshold for an affordable home requirement should be as low as possible (Great Waltham Parish Council)
- A 50% affordable home requirement on all sites would mean less allocations having to be made (South Woodham Ferrers Town Council)
- Welcomes the acknowledgement of the need to consider addressing the housing needs of specific groups within DM1, which may lead to the need to plan for a higher number than the standard method requirement (Essex County Council)
- The housing requirement should not be increased further to meet the needs of specific groups (South Woodham Ferrers Town Council)
- Work needs to be done to bring back empty properties into occupation (Great Waltham Parish Council)
- Support the intention to require higher standards for targeted, evidenced groups but encourage the application of the highest energy efficiency

standards across all new homes and especially where the residents are anticipated to be the more vulnerable to fuel poverty and/or rising energy costs (Uttlesford District Council)

- The consideration of the need for home working should be considered as part of the Strategy Housing Market Assessment (SHMA) (Essex County Council)
- Local allocations through neighbourhood plans would ensure that development is located in the most appropriate locations and that infrastructure requirements are best suited to local circumstances (Broomfield Parish Council)
- A housing requirement for Designated Neighbourhood Areas only if applied to all neighbourhoods according to a common formula and replaces the current approach where developments of more than 100 dwellings are allocated as strategic sites through the Local Plan (Broomfield Parish Council)
- Support new or amended policies that help to deliver sufficient affordable homes, including for healthcare workers and more accessible and adaptable homes that assist residents to stay in their homes for longer as their needs change (Mid and South Essex Integrated Care Board, South Woodham Ferrers Town Council)
- There should be an enhanced commitment to pre-development engagement with local communities and their representatives (Great Waltham Parish Council)
- Support 10% of the housing requirement being on small sites (Essex County Council)
- 10% of the housing requirement being on small sites could be higher to support small construction companies (South Woodham Ferrers Town Council)
- Any new policy resisting inappropriate development in residential gardens needs to be consistent with the NPPF, paragraph 71 (Essex County Council)
- Support the reference to maintaining defined Urban Area and Defined Settlement Boundaries as a mechanism for identifying where certain development management policies apply (Essex County Council)
- Discounted market sales housing should remain at a discount for future eligible households. Clarification needed on the areas that are defined as local (Great Baddow Parish Council).

#### Summary of General Consultees Comments:

- Support for the suggested housing requirement (L&Q)
- Support for the housing requirement and 20% supply buffer (Home Builders Federation)
- Unmet needs from other Essex Authorities need to be considered (Home Builders Federation)
- Would like to see a bottom-up approach to identifying and meeting housing needs with villages being encouraged to meet their own needs through small sites. Community Land Trusts, rural exception sites and the 1 hectare sites mentioned in the document could help to deliver this approach (North West Parishes Group)
- Increasing the buffer will not necessarily lead to developments being achieved for specific groups in need (North West Parishes Group)

- There is less of a need for a 20% buffer with the Standard Method being in place (North West Parishes Group)
- 10% of the housing requirement being on small sites could be higher to support small and medium builders (Home Builders Federation)
- Allocation of affordable housing sites adjacent to DSBs may help manage landowner's expectations of land values. However, this would be housing for general needs and could be in conflict with the benefits that rural exception sites bring to the local community (CHP)
- Affordable housing on sites outside of DSBs should continue to come forward under the Council's standard Affordable Housing policy (L&Q)
- Any changes to the current requirements for 35% affordable housing split 63:37 affordable rent to affordable home ownership needs to be robustly viability tested and allow for flexibility to account for specific site and design constraints and opportunities (L&Q)
- Encourage consideration of what other exemption policies could apply, to allow provision of other affordable tenures on sites otherwise contrary to the development plan such as for other affordable tenures, as highlighted at 5.66 (L&Q)
- Specific allocations should be made to meet the needs of identified SRA and the need for older persons accommodation should be in the policy itself not in supporting text alone (Home Builders Federation).

#### Summary of Developer/Landowner/Agent Comments:

- The additional 54 additional dwellings on the 946 per annum in the Standard Method is not clearly explained or justified. The final housing requirement needs to be robustly evidenced (Martin Grant Homes, Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern), Bellway Strategic, Bellway Homes Ltd)
- Support the approach to provide above the minimum local housing needs figure calculated using the standard method (Gleeson Land, Croudace Homes, Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern), Dandara, Dandara Eastern, Dominvs Group, Obsidian Strategic Asset Management Ltd, Bolton, S&D, Persimmon Homes, Mr Alexander Micklem, Grosvenor Property UK and Hammonds Estates LLP, Bellway Strategic, Tritton Farming Partnership LLP, Medical Services Danbury, Mr J Bollingbroke, Marden Homes Ltd, Sempra Homes Ltd, Mr A Smith, Crest Nicholson, Richborough Estates, Hill Residential Ltd, Graham Dines, Miscoe Enterprises Ltd, The Bucknell family, A.G.&P.W.H Speakman, Chris Buckenham, Cliffords Group and Mr Mark Peters, Cliffords Group Ltd, Bellway Homes Ltd, Gladman Developments Ltd, Ptarmigan Chelmsford A Limited)
- The final housing requirement figure and resultant policies will need to demonstrate they are "flexible enough to accommodate needs not anticipated in the plan....and to enable a rapid response to changes in economic circumstances" (Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern), Gleeson Land)
- Consideration of a higher housing requirement to meet the needs of specific groups is supported (Gleeson Land, Grosvenor Property UK and Hammonds Estates LLP, Bellway Strategic)

- Unmet needs from other Essex Authorities and London should be considered in the SHMA and may need to be accommodated by CCC (Obsidian Strategic Asset Management Ltd, Bellway Strategic, Tritton Farming Partnership LLP, Medical Services Danbury, Mr J Bollingbroke, Marden Homes Ltd, Sempra Homes Ltd, Mr A Smith, Crest Nicholson)
- Unclear at this stage whether the housing numbers identified adequately takes account of jobs growth given updated evidence on the employment needs of Chelmsford are yet to be published (Pigeon (Sandon) Ltd)
- Support to continue the 20% supply buffer (Taylor Wimpey, Gleeson Land, Croudace Homes, Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern), Vistry Group, Dandara, Dandara Eastern, Wates Developments Ltd, Sedum Ltd, Dominvs Group, The Howgego Trust, Obsidian Strategic Asset Management Ltd, Bolton, S&D, Mr Alexander Micklem, Tritton Farming Partnership LLP, Medical Services Danbury, Mr J Bollingbroke, Marden Homes Ltd, Sempra Homes Ltd, Mr A Smith, Crest Nicholson, Hill Residential Ltd, Graham Dines, Miscoe Enterprises Ltd, The Bucknell family, A.G.&P.W.H Speakman, Chris Buckenham, Cliffords Group and Mr Mark Peters, Cliffords Group Ltd, H R Philpot & Sons, C J H Farming Ltd, Pigeon (Sandon) Ltd, Inspired Villages, Rosehart Properties Ltd, Gladman Developments Ltd, Pembridge Land Group, Ptarmigan Chelmsford A Limited, Richborough Estates)
- Do not support the 20% supply buffer (Taylor Wimpey Strategic Land)
- A higher buffer maybe able to be considered to account for affordability issues, London and surrounding authority's needs, and deliverability etc 20% should be the minimum (Tritton Farming Partnership LLP, Crest Nicholson, Pembridge Land Group, H R Philpot & Sons, C J H Farming Ltd, Mr and Mrs Richard and Sally Speakman, Medical Services Danbury, Mr J Bollingbroke, Marden Homes Ltd, Sempra Homes Ltd, Mr A Smith, Rosehart Properties Ltd, Croudace Homes)
- Endorse a proposed 10% buffer in supply of sites in the first five years (Miscoe Enterprises Ltd, A.G.&P.W.H Speakman, Chris Buckenham, Cliffords Group and Mr Mark Peters, Cliffords Group Ltd, Aquila Developments Ltd)
- SHMA needs to consider economic growth and job creation targets may drive the need for additional housing growth (Martin Grant Homes)
- SHMA needs to consider Affordable Housing need (Martin Grant Homes)
- Support the need for the SHMA to help inform the Plan (Bolton, S&D, Bellway Strategic, Richborough Estates, H R Philpot & Sons, Bellway Homes Ltd)
- Need for flexibility in housing mix policy and implementation to allow for changes in circumstances where current needs are considered to be different from those identified in the SHMA (Aquila Developments Ltd)
- DM1 needs to make a distinction between greenfield strategic allocations with individual housing plots and complex urban developments based around apartment typologies (Dominvs Group)
- Support exploring whether a different approach to the mix of market housing and whether the level, type and mix of affordable housing needs to change (Grosvenor Property UK and Hammonds Estates LLP)
- Policies with too precise a development mix run the risk of becoming rapidly out of date and inflexible to changes in housing need (Dominvs Group, Gleeson Land)

- Mix of market housing should be considered on a site-by-site basis to ensure the delivery of homes is appropriate for the immediate demographic and locational context (Chelmsford Garden Community Consortium)
- Any build to rent/single family housing policy needs to be addressed in the review with an evidence base that supports the tenure requirements. This needs to be considered early on in any housing assessment evidence base (Chelmsford Garden Community Consortium, Dominvs Group)
- A robust assessment of affordable housing mix, in particular First Homes, should be undertaken. This should review the financial viability implications, as well as the impact on the availability of Shared Ownership units (Chelmsford Garden Community Consortium)
- Numbers in the 2022 Housing Trajectory do not appear to tally with the numbers of completions, allocations, permissions and windfalls in the document (Martin Grant Homes)
- Average past annual delivery rates do not appear to justify the high annual delivery rates projected in the Housing Trajectory (Martin Grant Homes)
- Housing Trajectory published does not include a detailed breakdown of all sites it relies upon. This should be included (Martin Grant Homes)
- The components of the housing supply will need to be fully evidenced and justified (Vistry Group)
- There is no updated housing land supply evidence to justify the absence of exceptional circumstances for a Green Belt Review (Taylor Wimpey Strategic Land)
- Support for the identification of small windfall sites to help meet the overall housing need (London & Cambridge Properties Ltd)
- An over-reliance on large strategic scale sites may jeopardise the projected delivery rates over the Plan period (Dandara)
- Potential for a higher housing figure to deliver the amount of Affordable Housing needed is supported (Gleeson Land, Aquila Developments Ltd)
- New sites need to ensure they can viably provide the amount of Affordable Housing needed (Gleeson Land)
- Concern if the overall percentage requirement for affordable housing increases above existing thresholds without robust evidence and viability testing (Ptarmigan Chelmsford A Limited)
- Amending the threshold for Affordable Homes to 10 dwellings, as set out in national policy is supported (Bellway Strategic)
- Any policies that exceed national policy expectations e.g. housing mix and tenure must be justified and fully tested in the evidence base, including in need and viability assessments (Taylor Wimpey)
- Support approach to identifying needs of different groups, including elderly people, and land to meet these needs (Sedum Ltd, Grosvenor Property UK and Hammonds Estates LLP)
- Specific allocations for all forms of elderly persons accommodation, including affordable, should be made in the Plan to ensure certainty to meet identified needs (Sedum Ltd)
- DM1 does not sufficiently cover SRA. Any equivalent new policy must be based on a robust evidence base that identifies the housing requirements of specialist housing for older people and distinguishes between C3 and C2 (Inspired Villages)

- The Plan should include a housing requirement figure for designated neighbourhood areas, unless site allocations are made in the Local Plan, as it is not reasonable for sites in such settlements to be identified through the Neighbourhood Plan process due to the time these take (Landvest Developments Ltd, Richborough Estates, Obsidian Strategic Asset Management Ltd, Stonebond (Chelmsford) Ltd, Vistry Group)
- Support allocating smaller sites to deliver at least 10% of the housing requirement (Landvest Developments Ltd, Edward Gittins Associates, Mr Alexander Micklem, Cliffords Group Ltd)
- Consider increasing the smaller sites requirement to 15% of the housing requirement (Miscoe Enterprises Ltd, H R Philpot & Sons, C J H Farming Ltd)
- Providing a mix of sites, including small and medium, will help the supply in meeting the needs of different groups, as well as providing a more robust approach to maintaining delivery (Wates Developments Ltd, Bellway Strategic, Stonebond Properties Ltd, Bellway Strategic, Stonebond (Chelmsford) Ltd)
- Reference to and the allocation of medium size sites should be made (Rosehart Properties Ltd, Pembridge Land Group, Croudace Homes)
- Support identifying developable sites or broad locations for growth over years 6-10 and 11-15 of the plan period allowing larger sites to come forward later in the trajectory (Miscoe Enterprises Ltd)
- Agree with the key outputs listed in para 5.56 of the document (A.G.&P.W.H Speakman, Chris Buckenham, Cliffords Group and Mr Mark Peters, Cliffords Group Ltd, Rosehart Properties Ltd)
- Disagree with having affordable housing on the edge of DSBs as it could lead to exclusion (Bellway Strategic)
- Include policies to encourage housing in the city centre and supportive policies for Build-to-Rent homes (Dominvs Group)
- A Green Belt Review is needed to meet needs (Taylor Wimpey Strategic Land, Vistry Group, Rosehart Properties Ltd, Charterhouse Property Group & Charterhouse Strategic Land, Pembridge Land Group)
- A review of Green Wedges is needed to allow for some development within them (Obsidian Strategic Asset Management Ltd).

#### Summary of Public Comments:

- Unclear how the overall number of new homes and existing built or planned homes is derived
- The number of new homes being built is too many and there is too much loss of open countryside to facilitate them
- People need to consider living elsewhere if there are no homes available or they cannot afford to live in the area
- All unoccupied homes should be considered
- Affordable housing should be in the context of buying using local salaries for local jobs, not local salaries for jobs in London
- Affordable homes should be built to the same standard as all houses
- More affordable homes are needed
- Can anything be done to assist people in getting a deposit for a home?
- There should be no first homes exceptions

- The wait list for affordable rented housing is much too long
- Support for small sites for affordable homes outside DSBs for local people
- The 20% buffer and all other types of housing required need to be balanced against the requirements of other strategies of the Council, e.g sustainability; protecting the natural environment, etc
- 1,000 homes per year plus a 20% supply flexibility buffer means an increase to nearly 27% on the new minimum which seems excessive, and it is unclear how it is justified
- The city's infrastructure cannot take more homes and the provision of housing is not in line with infrastructure needs or provision, which need to be provided alongside the housing
- There is no detail on how any of the points raised in the NPPF on Rural Housing will be addressed
- Older people should be identified as a specific group in the SHMA and have specific allocations made to address this groups needs rather than wrapped up in SRA
- M4 housing should not be regarded as an alternative to delivering the necessary amount of SRA as it does not deliver on the many wider benefits, such as addressing issues of loneliness and social isolation
- DM1 (c) is far too restrictive and does not allow support for one off SRA developments on the edge of DSBs
- All developments of 50+ should include down-sizing for older people
- Policy needs to be flexible to encourage the delivery of older peoples housing in sustainable and well-connected locations
- The need for student accommodation should be considered
- Building within gardens should not be dismissed as the local facilities are often in place to sustain them
- The volume of planning applications in rural areas is becoming unmanageable
- Look at plots for modular housing that can relatively quickly be made available
- Consider higher density development.

### **Our evidence says**

The Strategic Housing Needs Assessment (SHNA) (2023) studies the overall housing need set against the NPPF and the framework of National Planning Practice Guidance, specifically the Standard Method for assessing housing need. It shows a need for 955 dwellings per annum based on household growth of 631 per annum and an uplift for affordability of 51%.

The SHNA (2023) considers whether there are exceptional circumstances to move away from the Standard Method in either an upward or downward direction. The assessment considers whether more recent demographic trends, including 2021 Census data and ONS mid-year population estimates up to 2021 are substantially different to the 2014-based projections. The assessments notes that whilst there are differences these are not considered to be substantial and do not point to any exceptional circumstances.

The SHNA (2023) reviews past build rates as areas with strong growth might be able to provide more homes than the Standard Method. Whilst delivery has been strong in Chelmsford, the assessment concludes that past build rates do not

## Our evidence says

provide any evidence to suggest a higher or lower figure than the Standard Method.

The Standard Method projection was used to look at potential changes to the resident labour supply and the number of additional jobs that might be supported. Overall, it was projected the labour supply would increase by around 21% over the 2022-41 period and that this could support around 21,000 additional jobs – this is above an economic forecast (just over 12,400 jobs for the same period) and again points to there being no need to plan for housing in addition to the Standard Method.

The SHNA (2023) suggests a need for 623 affordable homes per annum across the City Council area. The assessment concludes that whilst there is a notable need for affordable housing, and provision of new affordable housing is an important and pressing issue in the area, this high figure does not point to any requirement for the Council to increase the Local Plan housing requirement as many of those assessed as having an affordable housing need are already in housing and therefore do not generate a net additional need for a home.

The SHNA (2023) sets out that there are a range of factors which will influence demand for different sizes of homes, including demographic changes; future growth in real earnings and households' ability to save; economic performance and housing affordability. In all sectors the analysis points to a particular need for 2-bedroom accommodation, with varying proportions of 1-bedroom and 3+-bedroom homes. For rented affordable housing there is a clear need for a range of different sizes of homes, including 40% of general needs housing to have at least 3-bedrooms.

In terms of specific housing needs other than affordable housing, the SHNA (2023) notes that the older person population is projected to increase notably moving forward. The assessment concludes that an ageing population means that the number of people with disabilities is likely to increase substantially.

The SHNA (2023) has not attempted to estimate the need for additional private rented housing. It is likely that the decision of households as to whether to buy or rent a home in the open market is dependent on several factors which mean that demand can fluctuate over time; this would include mortgage lending practices and the availability of Housing Benefit.

The Local Plan Viability Report (2023) tests the high-level viability of different typologies of development sites that could come forward through Local Plan allocations through multiple development appraisals. Several sets of appraisals have been run, including a varied affordable housing requirement, varied levels of environmental standards and varied developer contributions. The appraisals use the residual valuation approach. They assess the value of a site after considering the costs of development, the likely income from sales and/or rents and a developers' return. The Residual Value represents the maximum bid for the site where the payment is made in a single tranche on the acquisition of a site. For the proposed development to be viable, it is necessary for this Residual Value to exceed the Existing Use Value (EUUV) by a satisfactory margin, being the Benchmark Land Value (BLV).

The Base appraisals in the Local Plan Viability Report (2023) reflect the Council's current policy requirement, updated for national changes. These show that across the greenfield sites, the Residual Value exceeds the BLV in all cases, suggesting

**Our evidence says**

that such development is likely to be viable on the basis tested. On brownfield sites within Chelmsford and the wider Borough, the Residual Value is generally above the BLV, suggesting that such development is likely to be viable. The exception is in relation to flatted development which is most likely to come forward in central Chelmsford. This is not shown as viable with the Residual Value being less than the BLV, and for the higher density typologies, less than the EUV. Whilst the value attributed to flatted development is significantly greater than for housing development, this is more than offset by the greater costs associated with flatted development and the necessity to reflect the circulation space (stairs and lifts) in the modelling. The values in the South Woodham Ferrers areas are less than in the wider Borough and the Residual Values are proportionately less than in the wider Borough. In this area greenfield development is shown as viable but brownfield development (housing and flats) is not.

The Local Plan Viability Report (2023) modelling includes the 7 potential strategic sites. On all these the Residual Value exceeds the BLV suggesting that these are likely to be forthcoming.

The Local Plan Viability Report (2023) appraisals assume developer contributions and CIL. On the potential strategic sites, these vary from £25,000 per unit to £50,000 per unit (in addition to Community Infrastructure Levy (CIL)). As and when the actual strategic sites are identified and modelled, it will be necessary to test them against their strategic infrastructure and mitigation requirements identified through the Infrastructure Delivery Plan (IDP).

Sets of appraisals in the Local Plan Viability Report (2023) have also been run to establish the costs of the additional policy requirements. The starting place for this analysis is the recent and emerging national standards, including the 2025 increase to Part L of Building Regulations, the mandating of Accessible and Adaptable standards under Part M of Building Regulations, mandatory Electric Vehicle Charging and the Council’s requirement for 20% biodiversity net gain. The analysis shows that, on average, assuming 35% affordable housing, across the typologies, the Residual Value is about £110,000/ha less where the affordable housing for rent is provided as Social Rent rather than Affordable Rent. The consequence of this is that should the Council seek that all the affordable housing for rent is as Social Rent, the developer could typically afford to pay a landowner about £110,000/ha less than where the affordable housing for rent is as Affordable Rent. This is a significant difference that has the impact of reducing the scope for affordable housing provision by about 5%, although the impact varies considerably across the different typologies.

In the Local Plan Viability Report (2023) a range of developer contribution costs ranging from £0 to £60,000 per unit has been tested against 0% to 45% affordable housing requirements.

In the Local Plan Viability Report (2023) the effects of affordable housing and developer contributions are tested in three scenarios:

	<b>Lower Requirements</b>	<b>Mid Requirements</b>	<b>Higher Requirements</b>
	Being as per the minimum existing and		Including most of the items tested

**Our evidence says**

	emerging national standards		
<b>Biodiversity Net Gain</b>	10%	20%	20%
<b>Carbon and Energy</b>	2025 Part L	Zero Carbon	Zero Carbon
<b>Accessibility</b>	100% M4(2) Accessible & Adaptable	95% M4(2) - Accessible & Adaptable 5% M4(3)a Wheelchair Adaptable	95% M4(2) Accessible & Adaptable 5% M4(3)b Wheelchair Accessible
<b>Water Standard</b>	Enhanced Building Regulations	Enhanced Building Regulations	Enhanced Building Regulations with Rainwater Harvesting
<b>CIL</b>	As adopted	As adopted	As adopted

The amount of development required during the Plan period can be accommodated outside of the Green Belt so there is no need to carry out a Green Belt review. This accords with national policy and guidance.

The Green Wedge evidence base reports support the policies in the Preferred Options Local Plan and notations on the draft Policies Map for the Green Wedge.

The Preferred Options IIA 2024 considers that the approach would meet in full, and exceed, the assessed housing requirement over the Plan period, in accordance with the objective of the NPPF to boost supply. Overall, the development requirements are expected to have a significant positive effect on housing.

The Equality Impact Assessment (EqIA) conducted as part of the Preferred Options IIA 2024 records positive effects of policies relating to housing types and affordability options to meet the needs of protected groups including the disabled, young and elderly people.

**The Preferred Options Local Plan**

Policy S6 (Housing and Employment Requirements) has been assessed using the Standard Method and the SHNA (2023) has affirmed that this is a reasonable assessment of housing need for Chelmsford. The Standard Method calculation varies each year and has averaged 953 homes per annum since the publication of the formula in 2018. To plan to meet only the minimum local housing need figure produced by the Standard Method would not significantly boost the supply of homes. The City Council declared a housing crisis in Chelmsford in February 2022 and levels of homelessness continue to rise. Consequently, the Council proposes a Housing Requirement figure of 1,000 homes per annum for the plan period 2022-2041 to address the variation in the calculation of the Standard Method and the rising levels of homelessness within the administrative area of the City Council.

Policy S6 (Housing and Employment Requirements) includes a supply buffer of 20% to provide flexibility in the supply of housing sites. Provision is made for 22,567 new homes during the period 2022-2041 however when allowance is made

## The Preferred Options Local Plan

for existing housing completions, existing planning permissions, existing Local Plan allocations to 2036 and windfall projections the residual new Local Plan Allocations for the period to 2041 is 3,862 new homes. The range of site allocations, including new sites, is set out in Policy S7 (The Spatial Strategy).

There are four designated neighbourhood areas with plans in progress. The Preferred Options Local Plan continues to set out a housing requirement of 100 new dwellings for Danbury designated neighbourhood area. Broomfield and Boreham are not being considered for new housing growth in the preferred Spatial Strategy. East Hanningfield does fall within the overall strategy options for growth but a housing requirement has not been requested by the Neighbourhood Plan body.

Policy S7 (The Spatial Strategy) provides information on the proposed location of the housing required and the range of site types.

Policy S7 (The Spatial Strategy) continues to include a housing supply buffer of close to 20% to meet the housing requirement. This is justified as previous Plan periods in Chelmsford have included a similar supply buffer but there has been no oversupply of housing.

Policy S7 (Spatial Strategy) provides support for residential development on private residential gardens where development would not cause harm to the local area and where they are in accordance with other relevant policies of the plan.

Policy DM1 (Size and Type of Housing) provides the range of housing required taking into account demographic change. The percentage range provides greater flexibility on individual sites and the Reasoned Justification acknowledges site location and area character are also relevant consideration when negotiating the mix of housing types on individual development sites.

The SHNA 2023 follows the approach set out in the latest published National Planning Policy Framework (NPPF) and supporting Planning Practice Guidance (PPG).

Policy DM1 (Size and Type of Housing) increases the requirement for new dwellings to achieve requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) to create sustainable developments for the future as well as address the findings of the SHNA (2023) that an ageing population means that the number of people with disabilities is likely to increase substantially.

Policy DM1 (Size and Type of Housing) does not specifically address Build to Rent schemes as the Local Plan Viability Report (2023) shows flatted development of this type is not viable and the SHNA notes that the need for additional private rented housing is dependent on several factors including mortgage lending practices and the availability of Housing Benefit, which fluctuate over time.

Policy DM1 (Size and Type of Housing) maintains the same approach to custom- and self-build housing in line with the recommendations in the SHNA (2023).

Policy DM1 (Size and Type of Housing) provides a flexible way to meet a range of Specialist Residential Accommodation needs. The application of this policy will refer to the latest assessments of local housing need to prioritise the greatest housing need for Specialist Residential Accommodation within the plan period. The increase in the requirement for new dwellings to achieve requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to

## The Preferred Options Local Plan

the Building Regulations 2010 (as amended), will help to address the fact that the number of people with disabilities is likely to increase substantially with an ageing population for those older persons that do not wish to live in Specialist Residential Accommodation.

Policy DM2 (Affordable Housing and Rural Exception Sites) retains a requirement for the provision of 35% of the total number of residential units to be provided as affordable housing consisting of 70% affordable rent capped at Local Housing Allowance levels, 25% First Homes provided at the 30% discount against market value and the balance as shared housing. This equates on a whole site basis to 24.5% affordable rent, 8.75% First Homes and 1.75% shared ownership housing. The threshold has been reduced to comply with the NPPF definition of Major Development. The Local Plan Viability Report (2023) demonstrates that the threshold and the amount and type of affordable housing is justified.

Policy DM2 (Affordable Housing and Rural Exception Sites) includes a requirement for a specific mix of affordable homes for rent to meet the needs identified in the SHNA (2023).

National Policy - Policy DM2 (Affordable Housing and Rural Exception Sites) includes three exceptional circumstances in which small sites will be released for housing that would not otherwise be released for housing, to accord with the NPPF. The rural housing exception site part of the policy is linked to locations that are determined by The Housing (Right to Acquire or Franchise) (Designated Rural Areas in the East) Order 1997 (SI 1997/623) and The Housing (Right to Enfranchise) (Designated Protected Areas) (England) Order 2009 (SI 2009/2098).

The Planning Obligations SPD will be reviewed, and any appropriate changes/additions included. This will include additional text from some of the published Planning Advice Notes.

The Planning Advice Notes that provide more detailed housing needs information will be reviewed and updated as appropriate.

Further information on the approach to housing is set out in the Preferred Options Housing Topic Paper.

## Gypsy and Traveller Accommodation

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>33. Do you support the approach being taken? If you disagree, please explain why?</b>	18	6	14	38
<b>34. Do you have any views on the Council's current Gypsy, Traveller and Travelling Showpeople policies and the decisions they lead to?</b>	N/A	N/A	16	16
<b>35. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	10	10

#### Summary of Specific and DTC consultees comments:

- Support for the approach and expect CCC to meet its own accommodation needs for this group through appropriate allocations (Essex County Council, Braintree District Council, Great Waltham Parish Council)
- If any needs are not able to be met CCC would need to follow the Essex Planning Officers' Association (EPOA) Mechanism for the consideration of Unmet Gypsy and Traveller Need (2018)) as would any authority seeking CCC to accommodate any of its unmet need for this group (Essex County Council)
- Consideration should be given to the allocation of sites outside of residential growth allocations provided they are in sustainable locations (Braintree District Council)
- More specific reference to the need for Transit sites may be needed (Braintree District Council)
- A better explanation of para 8.24 of the existing Plan is required for Policy DM3 (South Woodham Ferrers Town Council).

#### Summary of General Consultees Comments:

- A new Gypsy and Traveller Accommodation Assessment (GTAA) needs to be undertaken as it is out of date (The Showmen's Guild of Great Britain London and Home Counties)
- Welcome new sites being included within new strategic allocations but request that local Showpeople and local residents, as well as the Guild are involved in the design to ensure they provide suitable sites (The Showmen's Guild of Great Britain London and Home Counties)
- A positive criteria-based policy approach towards other sites, outside strategic allocations, is also needed (The Showmen's Guild of Great Britain London and Home Counties)
- Consider taking sites out of the Green Belt where they are not of great Green Belt value (The Showmen's Guild of Great Britain London and Home Counties)
- Welcome a review of the needs for this group and the allocation of sites (CHP).

#### Summary of Developer/Landowner/Agent Comments:

- Additional requirements to accommodate this groups needs within new residential allocations needs to be the subject of appropriate needs and viability testing (Taylor Wimpey)
- Question the appropriateness of continuing to include provision for this group within strategic allocations and suggests specific standalone site allocations are made outside of the strategic allocations instead (Obsidian Strategic Asset Management Ltd, Gleeson Land)
- Objection to the allocation and planning permission granted at Drakes Lane (W & H Marriage & Sons Limited).

## Summary of Public Comments:

- Important for the Council to provide for these groups
- The Council should engage with these groups as part of the Local Plan process
- Impact on surrounding local residents from such sites needs to be considered
- Suggest a site outside of strategic allocations would be more suitable and developers could pay towards funding it
- There is a lot of NIMBYism to proposed sites
- There is a need for more suitable short-term and longer-term sites, properly equipped/serviced
- Unfamiliar with the demand for accommodation for these communities.

### Our evidence says

The provisional findings of the Gypsy and Traveller Accommodation Assessment (2024) that covers the period 2023 to 2041 identifies a need for a range of between 36 and 77 Gypsy and Traveller pitches and 25 Travelling Showpeople plots within Chelmsford.

The need for transit sites has not yet been established and will be confirmed when the Essex wide Gypsy and Traveller Accommodation Assessment (2024) has been completed for all the Essex authorities.

The Preferred Options IIA 2024 considers that the approach would the requirements for Gypsies and Travellers and Travelling Showpeople over the Plan period. Overall, the development requirements are expected to have a significant positive effect on housing.

### The Preferred Options Local Plan

Policy S6 (Housing and Employment Requirements) reports the provisional findings of the Gypsy and Traveller Accommodation Assessment (2024) for Chelmsford. The Reasoned Justification notes that the Council will expect to see Gypsy and Traveller Pitches and Travelling Showpeople accommodation provided on all suitable large strategic development allocations.

Policy S7 (The Spatial Strategy) provides information on the proposed location of 30 Gypsy and Traveller pitches and 25 Travelling Showpeople plots.

Policy DM1 Cii (Size and Type of Housing) requires the provision of Specialist Residential Accommodation within all development of more than 100 dwellings. This includes gypsy and traveller needs identified in the Gypsy and Traveller Accommodation Assessment (2024) and not met through site allocations.

A criteria-based approach already exists in Policy DM3 (Gypsy, Traveller and Travelling showpeople sites, which includes considerations such as a suitable living environment, service provision, no adverse impact on the amenity of nearby residents and safe/convenient vehicular access.

The Planning Obligations SPD will be reviewed, and any appropriate changes/additions included.

The Travelling Showpeople Sites Planning Advice Note that provides advice on the design and layout of Travelling Showpeople provision will be reviewed to determine if it should be incorporated in the Planning Obligations SPD.

## The Preferred Options Local Plan

Further information on the approach to Gypsy and Travellers and Travelling Showpeople is set out in the Preferred Options Housing Topic Paper.

### 6 Fostering growth and investment and providing new jobs

#### Jobs/Employment and Economic Growth

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>36. Do you support the approach being taken? If you disagree, please explain why?</b>	28	4	23	55
<b>37. Do you have any views on the Council's current employment policies and the decisions they lead to?</b>	N/A	N/A	17	17
<b>38. Do you have any views on the key economic and employment related issues identified so far?</b>	N/A	N/A	27	27
<b>39. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	24	24

Summary of Specific and DTC consultees comments:

- Support expressed in general for the approach (Essex County Council, Braintree District Council, Basildon Borough Council, Brentwood Borough Council, Rochford District Council, South Woodham Ferrers Town Council, Writtle Parish Council, Broomfield Parish Council, Rochford District Council, Great Waltham Parish Council)
- The issue 'Allocating additional employment space to meet future needs' should be expanded to clarify that quality is as important as quantity. Existing employment sites should not simply be rolled forward particularly where there is no reasonable prospect of particular sites being used for such purposes (Essex County Council)
- The Town and Country Planning Association's (TCPA's) Garden City Principles should continue to be integral to the more detailed design of Chelmsford Garden Community (Essex County Council)
- The plan is Chelmsford City Centre focused with no mention of South Woodham Ferrers which is receiving the highest proportion of residential growth but negligible employment opportunities, leading to higher levels of commuting (South Woodham Ferrers Town Council)
- Policy DM4 should be revised to refer to the need for affordable start-up accommodation, Policy DM23 should require the Essex Design Quality

Review Panel to be used for large employment areas, and Policy DM24 should make it clear that the principles listed which all new major development should reflect relate to employment uses as well as residential developments (Essex County Council)

- Paragraphs 5.73 and 5.77 which refer to various sector specialisms lacks commentary on typical occupier needs (Essex County Council)
- CCC should consider the need to remove permitted development rights to help retain new employment space in the longer term. Provision of employment along strategic transport networks such as the A12 should also be supported (Braintree District Council)
- Sites to meet local business and community needs in rural areas may have to be located adjacent to or beyond existing settlements. Decisions should exploit opportunities to make a location more sustainable and the use of previously developed land, and sites physically well-related to existing settlements should be encouraged (Essex County Council)
- Economic development should integrate smoothly in rural areas without disrupting its existing character such as small businesses operating former agricultural premises (Great Waltham Parish Council)
- The plan needs to ensure that rural areas are supported by both the fastest broadband possible and EV charging facilities (Great Waltham Parish Council)
- Home working and internet connectivity needs to be considered as part of the review (see the Digital Strategy for Essex) and issues relating to viability should be considered in the employment needs study to be commissioned (Essex County Council)
- The role of agriculture and rural businesses in the local economy and opportunities for residents to establish micro-businesses and work from home should be emphasised (Chignal Parish Council)
- Village halls may have a role in supporting homeworking by providing affordable meeting rooms for home workers, to enable networking and reduce the danger of social isolation (Broomfield Parish Council)
- More emphasis is needed on supporting the green economy and better incentives to encourage retrofitting and adapting existing buildings to reduce heat-loss and energy (South Woodham Ferrers Town Council)
- The review should address the need for economic growth and job creation, and to take account of and seize opportunities to grow the linkages between the Chelmsford economy and the South Essex economy. Relevant projects are the Thames Freeport and Lower Thames Crossing, which are likely to create both direct and indirect growth in jobs and supply chains beyond the boundaries of South Essex (Brentwood Borough Council, Rochford District Council)
- Thames Freeport needs to be reflected in the Local Plan. Joint working between The Association of South Essex Local Authorities and CCC is necessary (Castle Point Borough Council).

#### Summary of General Consultees Comments:

- General support expressed for the approach (Newlands Springs Residents Association, Chelmer Housing Partnership).

## Summary of Developer/Landowner/Agent Comments:

- Support expressed in general for the approach (C J H Farming Ltd, Dominvs Group, Hill Farm (Chelmsford) Ltd, Cliffords Group Ltd, David Lloyd Leisure and Aquila Development Ltd, Rosehart Properties Ltd, Pembridge Land Group, Gray & Sons, Gladman Developments Ltd, Taylor Wimpey, Grosvenor Property UK and Hammonds Estates LLP, Gray & Sons, Mr & Mrs Andrew Parker)
- Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (Tritton Farming Partnership LLP)
- Additional emphasis needed on Chelmsford City Centre as being a key economic driver for employment for which growth should be directed (Dominvs Group)
- Allocate sufficient sites with good access to the strategic road infrastructure and accessible by sustainable modes of travel (Tritton Farming Partnership LLP)
- Provide choice and flexibility in allocating a wide range of employment opportunities in Chelmsford in proximity to housing (Rosehart Properties Ltd)
- A holistic approach to be encouraged for the provision of employment opportunities in tandem with childcare, housing, local facilities and services, in order to facilitate easier working patterns for all (Grosvenor Property UK and Hammonds Estates LLP)
- Employment policies should be coordinated to ensure that homes are located in areas with easy access to jobs and public transport, therefore development within the city centre should be encouraged as part of the overall economic strategy (Dominvs Group)
- The almost exclusive focus on strategic sites to meet employment requirements fails to secure much needed new floorspace and delays its delivery. Allocations need to be significantly more flexible in scale and type to secure the full range of employment opportunities (Aquila Developments)
- Employment policies should provide choice and flexibility in allocating a wide range of employment opportunities in Chelmsford. There should be clear links between development and the provision of jobs. Sites should be prioritised that would be directly accessible to employment provision thus not reliant on the car for commuting consistent with the NPPF (Wates Development Limited)
- Support for the role of Chelmsford Garden Community (CGC) in boosting and securing economic growth, by the development of new employment floorspace as an integral part of the CGC masterplan (Ptarmigan Chelmsford A Limited)
- Support CCC's aim to promote economic growth including concentrating large new scale employment development sites as part of strategic new development sites on the edge of Chelmsford Urban Area (Taylor Wimpey)
- Economic growth should be supported in the towns and villages, as well as the city and the rural areas (Obsidian Strategic Asset Management Ltd)
- It is critical to ensure that adequate job opportunities and provision of employment generating uses/development come forward outside of the main city centre and urban area capturing local demand amongst rural

communities, this should be reflected in the development strategy (Cliffords Group Ltd, David Lloyd Leisure and Aquila Development Ltd)

- CCC should bring forward environmental benefits, green infrastructure and BNG through certain economic uses that are harmonious with the countryside, such as garden nurseries and tree planting (Cliffords Group Ltd)
- Local economic policy should seek to positively enhance the quality of jobs for the local community and empower hard to reach groups (Dominvs Group)
- Policies currently lack reference to enable business uses particularly outside of DSBs or allocated employment areas in line with the NPPF (Mr N Halls)
- Policies currently play insufficient attention to the requirement for conventional industrial / distribution shed space which previous studies have recognised in their aspiration for either neighbourhood integration of Small and Medium Sized Enterprises (SMEs) or attraction of high technology sectors (Aquila Developments)
- Due to current trends in post-Covid working practice, new homes should provide specific space for homeworking and high-speed internet (Pembroke Land Group)
- The needs of the logistics sector are not acknowledged in Policy S8, hence there is a lack of allocated sites to meet the needs of this growing sector. Opportunities should also be sought along the strategic road network outside Chelmsford administrative area as part of e.g. Essex Economic Board and London (Greystoke CB)
- The delivery of leisure facilities can also be valuable sources of employment by offering a diverse range of job opportunities especially where they have a mix of ancillary uses such as retail, food and drink supporting the core leisure uses (Cliffords Group Ltd, David Lloyd Leisure and Aquila Development Ltd)
- There is no detail in the consultation document of the flexible rolling employment land supply across the plan period as indicated in the IIA (5.4.2) (Tritton Farming Partnership LLP)
- Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (Writtle University College).

#### Summary of Public Comments:

- Some general support for the proposed approach
- Focus is on small employers; how will large employers be supported?
- Support is needed to encourage businesses to set up and locate to Chelmsford. Hundreds of office blocks are empty because of high business rates and council tax
- Employment to be provided at all skill levels
- Need to recognise high number of residents commuting to London and not drive housing demand by building more business space
- Providing facilities where people from different businesses can share working spaces or premises as well as supporting services is good but also needs to include shared equipment like that found in “MAKERSPACE” or “HACKSPACE” facilities in Colchester and Southend
- Consider additional costs of home working (electricity and heating) and impact on mental well-being for solitary home workers. Work hubs would alleviate

some of these issues but having them only in the city centre would create a village/city divide

- Consider the lasting effect of the Covid lockdown on employment sites, working from home, hotelling/hotdesking
- The promotion and facilitation of future proof broadband is critical in attracting employers, and assisting new start-ups. Homeworking is more challenging without excellent connectivity
- It is hard to see how, in some areas, the 15/20 minute walk for residents to open spaces could be achieved with the planned industrial employment development
- Question if new industrial areas are required when we have many empty offices including a large building on Parkway
- Policies may not provide work nearby for the expanding Chelmsford
- Concern over lack of quantification of contribution of each policy
- Question how delivery will be funded
- Support for cottage based industries that may require extending their present home.

### **Our evidence says**

The Employment Land Review 2023 considers the employment needs arising from economic and employment growth in Chelmsford to 2041. The review encourages the delivery of more industrial land across Chelmsford as a shortfall was identified through quantitative analysis.

The Employment Land Review 2023 reviews existing Employment and Rural Employment Areas and finds it reasonable for them to continue to be protected for employment uses. It also recommends that future Local Plan policy identify the need for infrastructure improvements across the main employment locations and future allocations to support the identified intensification opportunities on employment land.

National policy - A significant reform of The Use Class Order was announced in July 2020 with effect from September 2020. A new use class, a broad Use Class E (commercial, business and service), was formed merging the former Use Classes labelled A1, A2, A3, B1, B2, D1 and D2.

The Preferred Options IIA 2024 considers that the approach will have a significant positive effect in respect of the economy, which will help to maintain and enhance Chelmsford's strategic economic role, support existing businesses and attract inward investment.

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In line with the Employment Land Review 2023, new strategic employment development is promoted along strategic transport networks including the A12 – Policy SGS16a (East Chelmsford Garden Community) and Policy SGS16b (Land Adjacent to A12 Junction 18 Employment Area). New employment is also promoted in Chelmsford City Centre which is highly accessible by public transport. There are also two smaller allocations in the rural area meeting more local demand for employment floorspace.

## The Preferred Options Local Plan

No new residential or employment site allocations are proposed for South Woodham Ferrers in the Preferred Options Local Plan over and above those allocated in the adopted plan.

Most existing designated Employment Areas and Rural Employment Areas are proposed to remain in employment use in line with recommendations in Employment Land Review 2023. Exceptions are Kay Metzeler, Brook Street and Marriages Mill, Hoffmans Way as these may no longer be viable for employment and are promoted for residential development in the Preferred Options Local Plan.

National policy - Policy S6 (Housing and Employment Requirements) and DM4 (Employment Areas and Rural Employment Areas) are updated to reflect changes to the Use Class Order including a new Use Class E(g), formerly Use Class B1.

Policy S8 (Delivering Economic Growth) introduces a requirement for Employment and Skills Plans for strategic scale proposals to improve local skills and access to employment opportunities. The policy is amended to reflect updated the employment growth sectors and to reflect the merger of Writtle University College and Anglia Ruskin University College.

Policy DM4 (Employment Areas and Rural Employment Areas) is updated with new/amended criteria to protect neighbouring uses and ensuring uses are appropriate to their location and not detrimental to the local transport network. The policy also promotes infrastructure improvements in designated employment areas, to reflect the Employment Land Review 2023, and sustainable and active travel opportunities.

### Strategic Priorities for Place

#### 7 Creating well designed and attractive places, and promoting the health and social wellbeing of communities

##### Community assets

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>40. Do you support the approach being taken? If you disagree, please explain why?</b>	27	3	22	52
<b>41. Do you have any views on the Council's current community asset policies and the decisions they lead to?</b>	N/A	N/A	16	16
<b>42. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	18	18

#### Summary of Specific and DTC consultees comments:

- Needs to be more commitment to provision of community assets including primary schools, play areas and community centres for South Woodham Ferrers (South Woodham Ferrers Town Council)
- Retention of community facilities is supported (Braintree District Council)
- Consider role of Broomfield Hospital in the wider area including access by a variety of transport options from outside the authority's area (Braintree District Council)
- Strongly support ensuring sufficient school and nursery places are provided through either expanding existing or building new schools (Essex County Council)
- Adequate provision of complementary community assets is often an area for concern (Great Waltham Parish Council)
- New developments create additional pressure on local transport, educational, health and recreational assets. This can be a matter of timing, but there also seems to be an assumption of being able to take up a slack within current provisions which does not actually exist (Great Waltham Parish Council)
- Need to account for changing requirements in respect of community sports facility needs (Sport England)
- Council's evidence base on community sports facilities (both indoor and outdoor) is out of date (Sport England)
- Policy is not robust enough to protect community facilities (Writtle Parish Council)
- Provision of natural green space is encouraged in new developments (Natural England)
- Co-ordinate with the Local Nature Reserves Strategy (LNRS) as it develops (Natural England)
- New greenspace should follow the guidance in Suitable Alternative Natural Greenspace (SANG) (Natural England).

#### Summary of General Consultees Comments:

- Support (Newland Spring Residents Association).

#### Summary of Developer/Landowner/Agent Comments:

- Support for the proposed approach (Gray & Sons, Grosvenor Property UK and Hammonds Estates LLP, Dandara, Chelmsford Garden Community Consortium, Bellway Strategic)
- Approach accords with the NPPF (Dandara, Bellway Strategic)
- Support for the current policies (Dominvs Group, Mr Alexander Micklem)
- Supportive of CCC's intention to work with infrastructure providers such as ECC and NHS (Cliffords Group Ltd, Miscoe Enterprises Ltd, Mr Alexander Micklem)
- Welcome that the Council will seek to include relevant site allocation policies for community uses such as crematoriums (Gray & Sons)
- Support the broad principles of the existing policies and their retention in the new Local Plan (Dominvs Group)

- Refresh policies to reflect the updated Use Classes Order (Mr Alexander Micklem)
- Priorities and policies should encourage facilities based on local need and engagement (Wates Developments Limited)
- Developers should be empowered to co-ordinate delivery of infrastructure on adjacent or/adjoining sites (Dominvs Group)
- Allocating larger sites can contribute towards the improvement of existing or delivery of new infrastructure through on site provision or financial contributions (Bellway Strategic)
- Important to ensure that existing facilities in rural villages are supported (Dandara)
- Recognise sports, leisure and recreation facilities as community facilities (Cliffords Group Ltd, David Lloyd Leisure and Aquila Development Ltd)
- Opportunity for uses of land for nature centres for schools and the community (Cliffords Group Ltd)
- Boreham Neighbourhood Plan identifies a need for accessible facilities (Wates Developments Limited).

#### Summary of Public Comments:

- The review provides an opportunity to add new locations as community assets
- New development must have adequate and timely services and facilities
- Need closer working with infrastructure providers to ensure new community facilities are provided before homes are occupied
- Any planned development needs to have all the support/funding in place and locked in before it starts
- CCC could top up funding for public services or lobby ECC or Government for change
- Development must have the facilities and infrastructure to be self-contained
- Provision for young people is inadequate
- Large scale developments have not provided facilities for young people
- Lost many of the community spaces used by young people and older people as the number of halls for hire at community level has been decimated
- No slack in public services, existing infrastructure or facilities
- If development is not self-contained transport and pollution problems continue
- Concern about pollution from new developments
- Foot and cycle mobility must be encouraged for environmental and health benefits
- Parking around schools during school run time is a constant problem and new facilities need to address this
- Construction of healthcare facilities are not the issue, it is providing the staff
- Housing developments seem to be looked at in isolation from the existing housing and ignoring any local community need for facilities
- A cycle path/footpath does not knit a new development into the existing
- Analysis is needed of how far residents have to travel to access services and other community assets
- Closure of centralised facilities to those out of town means residents no longer have access unless they have private vehicles.

### **Our evidence says**

National Policy - The NPPF continues to require LPAs to protect community facilities.

There is pressure on existing DIY livery yards across the Council's area for redevelopment to alternative uses.

The emerging Open Space, Sports and Recreational Facilities Study and Sports Facilities Strategy is assessing the need for community sports facility provision across the Council's area over the new plan period to 2041. It will help the Council ensure that the community has access to high quality facilities, helping communities to increase their levels of physical activity and improve their health and well-being. Any changes required to the review plan will be addressed at the Pre-Submission stage.

The Preferred Options IIA 2024 considers that policies to deliver and protect community assets would make a significant positive contribution to a number of the IIA objectives, including the economy, health and wellbeing, and urban renaissance, and help to ensure that there is sufficient provision of services and facilities to support growth and promote healthy lifestyles.

The EqlA conducted as part of the Preferred Options IIA 2024 records positive effects of policies relating to community services and infrastructure, accessible greenspace, and improved air quality on protected groups including the disabled, young and elderly people, and pregnant women.

### **The Preferred Options Local Plan**

Policy DM20 (Delivering Community Facilities) and DM21 (Protecting Community Facilities) are amended to ensure facilities are flexible in their use so that they are suitable for a variety of uses and groups of people.

Policy DM21 (Protecting Community Facilities) increases protection for livery yards, catteries, doggy day care facilities and pubs; due to the increasing number of applications for the change of use of livery yards and pubs, and to reflect the increasing importance of catteries and doggy day care facilities post the Covid-19 pandemic.

The proposed site allocation policies and Strategic Policy S9 (Infrastructure Requirements) will ensure that new development is supported by necessary infrastructure and services including primary schools, green space, health provision.

New and improved infrastructure, services and facilities proposed in the Preferred Options Local Plan has been informed by discussions with service and infrastructure providers (including Essex County Council, National Highways and Anglian Water).

The design of, and access arrangements for, new schools will be considered at the more detailed masterplan/planning application stage in consultation with the Education Authority and Local Highways Authority.

Other policies in the Preferred Options Local Plan address issues such as minimising pollution (DM30 – Contamination and Pollution).

## Design

Key statistics:

<b>Question</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>	<b>Total number of responses</b>
<b>43. Do you support the approach being taken? If you disagree, please explain why?</b>	28	5	26	59
<b>44. Do you have any views on the Council's current design policies and the decisions they lead to?</b>	N/A	N/A	20	20
<b>45. What would you consider to be 'beautiful' in terms of development?</b>	N/A	N/A	26	26
<b>46. Do you have any views on the proposed ideas for new policies or significant changes?</b>	N/A	N/A	35	35
<b>47. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	16	16

Summary of Specific and DTC consultees comments:

- Support the proposed approach (Great Waltham Parish Council, Essex County Council)
- The proposed approach would address design issues connected with healthy lifestyles (Broomfield Parish Council)
- Approach does not take account of more obvious issues about architecture and design for example around the historic environment and how new development can integrate this successfully (Broomfield Parish Council)
- Support the reference made to the EDG in respect of new design policies (South Woodham Ferrers Town Council)
- Missed a reference to Village Design Statements as these can have a good input for local design codes (Broomfield Parish Council)
- The current policy needs to be more joined up with the net zero target of 2050 (South Woodham Ferrers Town Council)
- The current policy works best in master planned areas and is less successful in single or smaller developments (Broomfield Parish Council)
- Decision making should be more heavily informed by local residents (Great Waltham Parish Council)
- Any new design policies should not impact on the natural environment (South Woodham Ferrers Town Council)
- Beautiful is subjective and a wide range of policies are needed (Writtle Parish Council, Great Waltham Parish Council, Broomfield Parish Council)
- Beauty should reflect the democratic views of the local community (Broomfield Parish Council)
- Professionals should design developments with influences around the traditional views of beauty (Broomfield Parish Council)

- Beautiful is development which is not different in style or design to the existing (Great Waltham Parish Council)
- Beauty is about developments which amongst other matters fit in with the local architecture, landscape, has adequate open space, is safe and attractive and have sufficient provision for sustainable waste management (Broomfield Parish Council)
- Electricity pylons being visible in the landscape would not be beautiful (Great Waltham Parish Council)
- A beautiful place can be secured through the development of masterplans, design guides or codes, area-based character assessments, The Building Better, Building Beautiful Commission's report 'Living with Beauty' and the National Design Guide and National Model Design Code (Essex County Council)
- The South Woodham Ferrers Neighbourhood Plan sets out clear design principles which amongst other matters includes eco-friendly design as very important (South Woodham Ferrers Town Council)
- Support any new policies that highlight the need for Health Impact Assessments on large housing sites and bring the Livewell Accreditation into policy (Mid and South Essex Integrated Care Board (ICB), Sport England, Essex County Council)
- Health Impact Assessments should use the latest guidance from Essex County Council and Sport England (Sport England)
- Livewell Accreditation only encourages developers and appears weak. Should developers not need to provide evidence of how it has been considered and achieved (Great Waltham Parish Council)
- A flexible, site-specific approach should be followed for any housing density standards (Essex County Council)
- A minimum density standard should be introduced in certain locations where it is considered appropriate (Essex County Council)
- Reference should be made to the EDG on higher density development, which provides detailed guidance on a wide range of density matters (Essex County Council)
- Green Infrastructure (GI) provision and Integrated Water Management (IWM) is central to creating a framework for well designed, sustainable, and attractive places, and promoting the health and social wellbeing of communities (Anglian Water Services Ltd, Essex County Council)
- Welcome design guidance and design codes on relevant site allocations which sets out how the development would be made accessible and inclusive for all regardless of disability or impairment as well as the consideration of dementia friendly principles and autism friendly communities in the development of public and community spaces (Essex County Council)
- Welcome new policies that make explicit reference to planning and designing new developments with regard to the needs of the health and well-being of the whole population including older people and people with disabilities (Essex County Council)
- Within denser developments, green infrastructure and open space should be approached from a multifunctional perspective, combining uses such as sustainable drainage, public open space, walking and cycling routes and

biodiversity conservation to combine functional uses with amenity benefits (Essex County Council)

- Support the use of Design Codes which imbed GI and IWM to help deliver sustainable development (Anglian Water Services Ltd)
- Support the creation of design codes and suggest that reference be made to the Essex Design Guide (EDG) and other ECC documents (Essex County Council)
- Greater emphasis should be placed on local design codes. How are they agreed and how can the local community and Parish Council get involved and be resourced and skilled to lead this process? (Broomfield Parish Council)
- The use of design policies and codes reflect the latest thinking and best practice in terms of delivering 'net zero' development (Essex County Council)
- Garages are not well used and too small for modern cars. Removing garages could create more space for on-plot parking or other more useful spaces for future residents (South Woodham Ferrers Town Council)
- Should be recognition of the central spine of South Woodham Ferrers as the High Street. This would help the expansion of the existing retail offer (South Woodham Ferrers Town Council)
- Greater emphasis on shared power locally in any new or amended policies (South Woodham Ferrers Town Council)
- Give greater recognition to the East of England Ambulance Service NHS Trust in promoting the health and social wellbeing of communities, as it fulfils a clear 'community cohesive and safety focused role'. This is through community first responders, the provision of life saving equipment such as defibrillators, and other 'first response' medical resources located in a community buildings and other locations (East of England Ambulance Service NHS Trust)
- The National Design Guide 2019 and EDG make specific reference to planning and designing new developments with regard to the needs of the ageing population. This can be achieved by ensuring homes and communities are flexibly designed and can adapt to user needs; providing options for self-care and self-support through digital connectivity; and supporting general health and wellbeing through the delivery of high-quality, considered design (Essex County Council)
- It is important that the new Local Plan recognises that good design goes beyond simply visual considerations. The Plan should require development proposals to make reference to the sustainable planning of building materials as well as the management of waste arising during construction (Essex County Council)
- Should include reference to the Essex Minerals Local Plan (Essex County Council)
- For new developments, whole life carbon assessments should be carried out and measures taken to reduce embodied carbon emissions targeting best practice (Essex County Council).

#### Summary of General Consultees Comments:

- Supportive of the proposed policies (CHP, L&Q)

- Beautiful is ensuring all people have access to the services and facilities they need (CHP)
- Beauty is development which has enough parking which is not on-street, and well-lit accessible dwellings with outdoor space including outdoor spaces interspersed with housing and community buildings, outdoor spaces with sympathetic planting that encourages wildlife and biodiversity and, elevated green space such as hedges and street trees (CHP)
- Concerned about all the proposed extra on site requirements proposed and the impact that will have on the site capacity/viability (CHP)
- Support a more design led approach to determining acceptable density levels (L&Q)
- Suggest that any proposed density guidance is expressed as a minimum figure to protect against the inefficient development of land. The policy should make clear that the appropriate density for each scheme will differ subject to various design factors including character, setting, layout, typology, landscape and open spaces (L&Q)
- CCC should carry out extensive engagement with stakeholders including developers and city residents in regard to the creation of design codes (L&Q).

#### Summary of Developer/Landowner/Agent Comments:

- Support the proposed approach which includes introduction of design codes (Bellway Homes Ltd, Obsidian Strategic Asset Management Ltd, Bellway Strategic, Taylor Wimpey, Persimmon Homes, Grosvenor Property UK and Hammonds Estates LLP, Gladman Developments Ltd)
- Proposed approach would be in line with national policy and guidance including the National Design Guide and National Model Design Guide (Bellway Homes Ltd, Bellway Strategic, Persimmon Homes, Mr Alexander Micklem, Gladman Developments Ltd)
- Support the current policy (Dominvs Group, Taylor Wimpey, Rosehart Properties Ltd, Pembridge Land Group, Persimmon Homes)
- Support the current policy as it is consistent with other good practice guides including the policy on Tall Buildings (Dominvs Group)
- Current policy will need updating in accordance with latest national policy and guidance (Rosehart Properties Ltd, Pembridge Land Group)
- Current wording is imprecise and views on architectural quality vary (Persimmon Homes)
- Question whether public art is required on all major development sites (Persimmon Homes)
- Express a commitment to the creation of beautiful, healthy, sustainable, distinctive and safe places and their essential role in high quality design (Obsidian Strategic Asset Management Ltd, Dandara Eastern, Taylor Wimpey, Dandara, Hill Residential Ltd, Persimmon Homes, Graham Dines, Gladman Developments Ltd)
- Support the proposed introduction of housing density standards (A.G. & P.W.H Speakman, The Bucknell Family, Mr Alexander Micklem, Bolton, S&D, Bellway Strategic, Chris Buckenham, Cliffords Group and Mr Mark Peters)
- The housing density standards could look at increasing housing densities around transport nodes (Countryside Partnerships)

- Housing density standards could be contained within a design code (Wates Developments Limited)
- Housing density standards should be created for different site locations across the local authority's area (Bellway Strategic)
- Housing density standards should be guidance and not policy (Countryside Partnerships)
- Not supportive of the proposed housing density standards as these should be on a site-specific basis (Dominvs Group, Wates Developments Limited)
- Housing density standards could slow down the planning process unnecessary, harm viability and the deliverability of sites (Wates Developments Limited)
- Not appropriate to set housing density standards as a blanket policy across all major sites as each site context is different (Gleeson Land)
- A number of stakeholders and disciplines should be involved in the process to shape future development (Gladman Developments Ltd)
- Support the introduction of design codes (Grosvenor Property UK and Hammonds Estates LLP, A.G. & P.W.H Speakman, The Bucknell Family, Mr Alexander Micklem, Bolton, S&D, Taylor Wimpey, Persimmon Homes, Dandara, Chris Buckenham, Cliffords Group and Mr Mark Peters)
- National design guides provide advice on how to achieve good design (Pembroke Land Group, Rosehart Properties Ltd, Persimmon Homes)
- Design codes should provide guidance on sites which are not of strategic scale (Hill Residential Ltd, Dandara Eastern, Graham Dines, Dandara)
- Do not support the introduction of design codes on major sites and no definition of major is provided in the I&O consultation document (Bellway Homes Ltd, Bellway Strategic, Gleeson Land)
- Design codes are only appropriate on strategic major sites where there are multiple developers (Gleeson Land)
- Requirement for a design code should be in site specific/allocation policies (Bellway Homes Ltd, Bellway Strategic)
- Separate design codes should be created for each settlement/local area (Persimmon Homes, Pembroke Land Group, Rosehart Properties Ltd)
- Planning policy should place great emphasis on outstanding or innovative design (Dominvs Group)
- There is no policy commitment to ensuring participatory design and planning throughout the development process for the strategic allocated sites (Grosvenor Property UK and Hammonds Estates LLP)
- Appendix B is not needed as some developers prefer to use the EDG which is more regularly updated and referred to in the Local Plan. EDG and Appendix B not always compatible. Either Appendix B should be more aligned with EDG or removed (Persimmon Homes)
- Concern about policy which aspires to achieve 'beautiful' development and that in aspiring 'beautiful' this is not disproportionately prioritised (Bellway Homes Ltd, Mr Alexander Micklem)
- Beautiful is subjective (Pembroke Land Group, Rosehart Properties Ltd, Bellway Strategic, Bellway Homes Ltd, Persimmon Homes)
- Should avoid the approach and use of the EDG as this produces ubiquitous design which is not beautiful (Pembroke Land Group)

- Use of the term 'beautiful' is resisted as it is ambiguous. Does not comply with the NPPF which requires Local Plans to be clearly written and unambiguous (Bellway Strategic, Bellway Homes Ltd)
- Local Plan should avoid defining beautiful as it stifles innovation and unique design (Dominvs Group)
- Beautiful development is compatible with its local surroundings and one where there has been engagement with the local community (Persimmon Homes)
- Beautiful is development which is defined by people who and live in the local area in line with the Government's 'Building Better, Building Beautiful' Commission which recommended that public engagement be 'wide, deep and early' (Living with Beauty, 2020) (Grosvenor Property UK and Hammonds Estates LLP)
- Support to bring Livewell Accreditation in as a policy requirement (Grosvenor Property UK and Hammonds Estates LLP, Dominvs Group, Wates Developments Limited, Chris Buckenham, Cliffords Group, Mr Mark Peters)
- Concern that some of the new policies could hinder development (A.G. & P.W.H Speakman, The Bucknell Family, Bellway Homes Ltd, Mr Alexander Micklem, Bolton, S&D, Bellway Strategic, Chris Buckenham, Cliffords Group and Mr Mark Peters)
- Flexibility and collaboration are needed particularly between stakeholders (A.G. & P.W.H Speakman, The Bucknell Family, Mr Alexander Micklem, Bolton, S&D, Chris Buckenham, Cliffords Group and Mr Mark Peters)
- Critical that the employment strategy reflects and responds to emerging and rapidly changing trends in various key sectors by delivering a flexible supply of employment land across the local authority's area throughout the plan period (Pigeon (Sandon) Ltd)
- Need for housing growth and economic needs to be considered and reviewed jointly (Pigeon (Sandon) Ltd).

#### Summary of Public Comments:

- Better design is required
- Developments physically separated from existing settlements cannot become integrated
- Needs a plan to mitigate impact on local ecology
- The planting of trees would not make up for the destruction of local habitats
- The current policies have led to some examples of good design
- The wording used in the proposed policies is too vague
- There are too many large houses on small plots or blocks of apartments
- Private outdoor amenity space is essential
- Sustainable development is important
- Support the introduction of housing density standards and design codes
- Safe design is paramount
- Housing densities should increase to encourage new commercial and leisure development
- There should be a maximum housing density standard
- Design standards in some recent developments has led to congestion, lack of personal space and gardens, and all developments looking the same

- On-shore wind turbines should be considered to power new development
- Attractiveness is subjective and does not always equal good design
- Beautiful development doesn't exist
- Beauty includes screening
- Beautiful means development which is in line with local building materials, design and scale and the local vernacular
- Beautiful is well-designed, meets the needs of its occupiers, is a variety of structures and finishes, means few or no cars, is redeveloping brownfield sites and is about creation of a shared community
- Symmetry is beautiful
- Beautiful is green with trees, gardens and communal green spaces, and communal ponds
- Beautiful is development with native trees, hedgerows and biodiverse gardens
- Beautiful is having your own driveway, access to travel services which are affordable and reliable, a variety of affordable homes and houses using modern technologies such as solar panels and heat pumps
- Need to identify locations for public realm enhancement
- Developers should be made accountable to provide safe, affordable, desirable developments that promote and safeguard people's physical and mental well-being
- Healthy places can only be achieved if they are located in large urban areas providing the facilities within walking/cycling distances, thus encouraging a healthier lifestyle and reducing pollution and the carbon footprint
- Support Health Impact Assessments but these should be used on applications of most relevance.
- The consultation misses the need to achieve integrated communities.

### **Our evidence says**

National Model Design Guide and Code 2022 – these set out the characteristics of well-designed places and demonstrate what good design and beautiful places means in practice. Regard should be had to the Guide and the Code, which will be used to inform an update of the Making Places SPD.

Essex Part 1 Parking Guidance 2023 – sets out revised requirements for parking provision and electric vehicle charging infrastructure.

Report 2: Essex Net Zero Policy, and the Essex Design Guide 2023, set out design guidance and advice which underpins Policy DM31 (Net Zero Carbon Development (In operation)).

Historic England Advice Note 4 2022: Tall Buildings contains updated content which includes the need for high quality architecture and consideration of the viewpath.

The Preferred Options IIA 2024 considers that policies aimed at delivering high quality places would make a significant positive contribution to a number of the IIA objectives, including housing, health and wellbeing, climate change, landscape and townscape, and urban renaissance, including the requirement for net zero carbon development.

## The Preferred Options Local Plan

Policy DM23 (High Quality and Inclusive Design), DM26 (Design Specification for Dwellings), DM27 (Parking Standards), and DM30 (Contamination and Pollution) are largely unchanged as they remain consistent with national policy and guidance. Reference has been added to design guidance contained in Neighbourhood Development Plans.

Policy DM24 (Design and Place Shaping Principles in Major Developments) has been expanded to include the requirement for developers to have regard to the National Model Design Guide and National Model Design Code. A link has also been included to tree planting advice; the requirement for development at a certain threshold to submit a Health Impact Assessment; and links to design resources for enhancing safety for girls and women in new development. Reference has been added to design guidance contained in Neighbourhood Development Plans.

Policy DM25 (Sustainable Buildings) includes updated requirements for water efficiency and rainwater harvesting, and access to electric vehicle charging infrastructure. Content relating to zero carbon development has been merged into Policy DM31 (Net Zero Carbon Development (In operation)).

Policy DM31 (Net Zero Carbon Development (In operation)) is a new policy developed with Essex Planning Officers Association and Essex County Council, for new buildings to be designed and built to be net zero carbon in operation.

Policy DM28 (Tall Buildings) has been updated to reflect the advice note published by Historic England.

Health and social wellbeing of communities, including design considerations, is now covered by the new Strategic Policy S14 (Health and Wellbeing).

The Making Places SPD will be reviewed, and any appropriate changes/additions included.

The Preferred Options Local Plan does not propose the use of minimum density standards. Policy DM23 (High Quality and Inclusive Design) recognises that good design relates to a consideration of the character and context of the area rather than imposing arbitrary density requirements. The use of 'around' housing figures allows for an appropriate degree of flexibility in provision and for higher density development to be brought forward where this conforms with other policies in the Plan as a whole. Strategic Policy 1 also supports the use of higher densities where appropriate on previously developed sites, particularly near public transport interchanges on previously developed sites and as reflected in site policy SGS1e (Civic Centre Land).

## 8 Delivering new and improved infrastructure to support growth

### Infrastructure

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>48. Do you support the approach to be taken? If you disagree, please explain why?</b>	31	6	34	71

<b>49. Do you have any views on the Council's current infrastructure policies and the decisions they lead to?</b>	N/A	N/A	23	23
<b>50. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	20	20

Summary of Specific and DTC consultees comments:

- Once there is more certainty on future growth locations Anglian Water will be able to plan investment to support that growth. This is likely to be in the plans for Asset Management Period 9 (AMP9) 2030-2035 (Anglian Water Services Ltd)
- Welcome the proposed approach and will provide necessary information to support the Council reviewing its Infrastructure Delivery Plan (IDP) and infrastructure required to support sites in a viable and sustainable manner (Anglian Water Services Ltd, Essex County Council, Mid and South Essex Integrated Care Board)
- Welcome reference for continuing to prepare site specific planning documents and adopt a master planning approach for major developments/growth areas with the emphasis on implementation and delivery to ensure the necessary infrastructure requirements, design codes, funding, phasing and delivery are fully addressed (Essex County Council)
- It is important to note that existing primary schools in the urban area have limited space to expand to accommodate any increase in demand (Essex County Council)
- In considering where new development should be located consideration should be given to both spare educational capacity and where existing education capacity has limited or no additional capacity (Essex County Council)
- Infrastructure in the current Plan was based on the 'around' site numbers and policies do not factor in any uplift on these regarding infrastructure requirements (South Woodham Town Council)
- Developments or potential site allocations that are unsustainable in school transport terms should be resisted (Essex County Council)
- Need for continued cross-boundary engagement should the growth strategy selected create infrastructure demands beyond Chelmsford's administrative boundary including the A12 transport corridors between Chelmsford and the M25, and onward impacts onto the A127 (Brentwood Borough Council, Rochford District Council)
- Connectivity needs to go beyond the development site for transport (active and sustainable), secondary schools, health and well-being, social and cultural and sewage disposal (South Woodham Town Council)
- More CIL money should be used for local infrastructure so there is a proper link between where the money is generated and where it is used. Developments outside Chelmsford should not be contributing to the infrastructure of the Chelmsford City area (South Woodham Town Council)

- Support strengthening health and wellbeing measures and facilities, placing stronger emphasis on improving sustainable and active travel infrastructure and opportunities (Mid and South Essex Integrated Care Board, Sport England)
- Identifying Strategic Priorities for community sports infrastructure will be particularly important in view of the widening range of competing infrastructure that CIL and planning obligations are expected to fund, the viability constraints of new development and limited external funding (Sport England)
- Would like to be involved with agreeing the scope and content of the IDP and Viability Study. Without involvement the Town Council will disagree with the approach taken as not being representative nor fair (South Woodham Ferrers Town Council)
- No issue with the approach and requirements for infrastructure but concern over the time items take to be delivered (Great Waltham Parish Council)
- Need to ensure agendas of all stakeholders are clearly aligned and infrastructure items can be delivered before sites are allocated (Broomfield Parish Council)
- Review should seek to 'maximise' the amount of on site infrastructure and contributions on new development, not simply 'ensure' infrastructure is provided subject to viability (Essex County Council)
- Need to refer to wider administration area and not just focus on 'city centre infrastructure' as currently drafted in this section (Rochford District Council, South Woodham Town Council)
- The section understates the value of new garden communities and their ability to deliver infrastructure, unlike the difficulties faced when trying to expand existing facilities (Broomfield Parish Council)
- ECC presently has no formal role in the CIL governance process. This has led to some difficulties in securing monies for infrastructure projects that ECC is required to deliver with any degree of certainty or when they may be required (Essex County Council)
- Policy S9 should be revised to support future proofing digital connectivity and high-quality mobile coverage for all homes and businesses. The policy refers to superfast broadband, but not fixed line gigabit-cable broadband and/or 5G connectivity (Essex County Council)
- A commitment to deliver infrastructure is missing from this section (South Woodham Town Council)
- More openness is needed to be able to prove to the public what can be achieved (Writtle Parish Council)
- Widen the Plan's treatment of the term 'infrastructure' to also make reference to medical facilities (East of England Ambulance Service NHS Trust)
- Request a definition of 'ambulance facilities' is included either within the Local Plan or IDP to guide developers and decision makers (East of England Ambulance Service NHS Trust).

#### Summary of General Consultees Comments:

- Support a viability study being undertaken (CHP)
- New station at Beaulieu will open up new opportunities to locate sustainable development close to this important hub (North West Parishes Group)

- There needs to be a greater commitment to achieving safe cycle routes across the district (North West Parishes Group)
- The section understates the value of new garden communities and their ability to deliver infrastructure, unlike the difficulties faced when trying to expand existing facilities (North West Parishes Group).

#### Summary of Developer/Landowner/Agent Comments:

- Support the need to deliver the appropriate and timely infrastructure to support sites (Taylor Wimpey, Dandara, Obsidian Strategic Asset Management Ltd, Dandara Eastern, Grosvenor Property UK and Hammonds Estates LLP, Bellway Strategic, Hill Residential Ltd)
- Support the review of the IDP and further transport studies being undertaken (Chelmsford Garden Community Consortium)
- Any future infrastructure requirements need to be viability tested to ensure they can be delivered (Taylor Wimpey, Gleeson Land, Dandara, Dominvs Group, Dandara Eastern, Bellway Strategic, Hill Residential Ltd, Greystoke CB)
- Policies and requirements need to allow for flexibility to take account of any changes, as the Government is currently considering different options to the current CIL and S106 (Dandara, Dandara Eastern, Hill Residential Ltd)
- The aims and aspirations of the Council's Waterways Working Group should be reflected in the policies, particularly regarding infrastructure provision (Vistry Group)
- Support a review of important social infrastructure to promote mental health and wellbeing (Cliffords Group Ltd, David Lloyd Leisure and Aquila Development Ltd)
- Support a review to securing BNG and strengthening health and wellbeing measures (Cliffords Group Ltd)
- Sites which can enable the creation of new active travel corridors should be actively supported (Obsidian Strategic Asset Management Ltd)
- Support the need for community led infrastructure to respond to identified need amongst new and existing communities (Gray & Sons, Grosvenor Property UK and Hammonds Estates LLP, Miscoe Enterprises Ltd)
- Developments in rural villages and the Green Belt can also help increase the viability and the vitality of existing services and facilities and make provision for future facilities in the form of CIL payments and any site-specific infrastructure requirements (Dandara, Hill Residential Ltd, Graham Dines)
- Likely changes in Government planning legislation and policy may require fundamental changes to CIL (Pembroke Land Group, Rosehart Properties Ltd).

#### Summary of Public Comments:

- No development should be allowed to take place until the necessary infrastructure is in place
- Needs to be more concise about what will actually be done to support developments

- Delivery of necessary infrastructure should not be compromised at the expense of developer profit
- More needs to be done to reduce traffic from developments
- Consideration of the necessary infrastructure needs should be done much earlier in the process
- The Council has limited ability to influence provision/improvement of infrastructure such as hospitals, medical centres or the A12
- Paragraph 5.97 only considers Chelmsford and not, other Towns and Villages
- Need to take account of infrastructure required to address flood risk
- Consider trams, monorails or new branch lines to connect keys settlements with Chelmsford.

### **Our evidence says**

In accordance with national policy and guidance infrastructure required to be delivered by a site must be generated by needs arising from the site. The Infrastructure Delivery Plan (IDP) 2023 sets out a high-level baseline of assumptions regarding infrastructure required to support the Preferred Options Local Plan proposed site allocations. The IDP will be reviewed and updated as the Plan progresses and covers the whole Plan area.

The Local Plan Viability Report (2023) provides a high-level viability of different typologies of development sites that could come forward through the new Local Plan allocations. The assessment supports the site allocations in the preferred Spatial Strategy, which can be achieved in combination with all policy requirements (including infrastructure requirements).

The Preferred Options IIA 2024 considers that policies to secure infrastructure would make a significant positive contribution to a number of the IIA objectives, including the transport, water and flood risk, including positive effects on water resources and quality, and mitigating flood risk.

### **The Preferred Options Local Plan**

The Preferred Options Spatial Strategy has been informed by infrastructure providers, such as Anglian Water Services Ltd, Essex County Council, Mid and South Essex Integrated Care Board, and the Council will continue to work with providers to ensure the necessary infrastructure required is identified in the Infrastructure Delivery Plan (IDP).

Further information on the approach to the Spatial Strategy and site selection is set out in the Preferred Options Spatial Strategy and Strategic Sites Topic Paper.

Master planning for strategic site allocations continues to be a policy requirement for relevant sites.

All infrastructure requirements in the Preferred Options Local Plan are based on current known housing numbers in the April 2023 Housing Site Schedule.

In accordance with national policy and guidance infrastructure required to be delivered by a site must be generated by needs arising from the site.

Strategic Policy S9 (Infrastructure Requirements) has been updated to reflect current infrastructure needs for the Preferred Options Local Plan. This includes the need for gigabit broadband, emergency services infrastructure, health and

## The Preferred Options Local Plan

wellbeing facilities and measures, and flood mitigation measures, along with many other types of infrastructure provision.

The delivery of infrastructure will continue to be through a combination of on and off-site provision, through the combination of planning conditions and/or planning obligation and/or financial contributions through the Community Infrastructure Levy or its successor, in accordance with Strategic Policy S10 (Delivering Infrastructure) and site policy allocations and their relevant requirements.

Strategic Policies S4 (Conserving and Enhancing the Natural Environment) and S17 (Future of Chelmsford City Centre), and relevant site policies include the need for development to take into account the Council's [Plan for Improving Rivers and Waterways](#) 2022 (Item 7 on Agenda available via the link), which sets out opportunities to improve these assets.

## 9 Encouraging resilience in retail, leisure, commercial and cultural development

### Retail and Designated Centres

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>51. Do you support the approach to be taken? If you disagree, please explain why?</b>	21	1	7	29
<b>52. Do you have any views on the Council's current retail policies and the decisions they lead to?</b>	N/A	N/A	15	15
<b>53. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	12	12

Summary of Specific and DTC consultees comments:

- Support for the proposed approach (Essex County Council, Braintree District Council, Great Waltham Parish Council, Writtle Parish Council, Broomfield Parish Council)
- Consider the implications of significant flexibilities provided through the revised Use Class E and the permitted change use between Commercial, Business and Service (Class E) to residential (C3). Issues to consider include the potential reduction in design quality and potential for mitigation measures given the decrease in developer contributions. It is unclear how town centres and high streets will be plan-led as the permitted development rights undermine the ability of Local Plan policies to manage the development of places appropriately (Essex County Council)
- CCC's retail policies generally seem to have had a positive impact on South Woodham Ferrers Town Centre with new local shops and businesses opening

in the past five years. CCC's retail policies need to recognise local partnerships such as the 'business forum'. Would also like to see a 'place branding' strategy introduced for South Woodham Ferrers (South Woodham Ferrers Town Council)

- Visiting city/town centres has to be made attractive, and this is likely to be less so if a primary focus on retail is maintained (Great Waltham Parish Council)
- Current retail policies are not flexible enough to reflect current and future trends. At present the future function and use of centres is very volatile. A greater range of sustainable solutions should be available to offset potential conventional retail challenges. Vitality should be encouraged at almost all costs to prevent potential central urban decay (Writtle Parish Council).

#### Summary of General Consultees Comments:

- General support for the proposed approach (Newlands Springs Residents Association).

#### Summary of Developer/Landowner/Agent Comments:

- General support for the proposed approach (Rosehart Properties Ltd, Pembridge Land Group, Dominvs Group, Bellway Strategic, Mr & Mrs Andrew Parker, Taylor Wimpey)
- Conventional retail has been subject to substantial structural change with many goods available conveniently and cost effectively on-line having a noticeable impact on high streets and city centres. Maintaining a vibrant city requires a wide range of uses, including residential which will enhance footfall benefitting local shops and services (Dominvs Group)
- Whilst siting of new residential development can assist in ensuring the continued vitality and viability of centres, allowing settlements to expand through new development outside of the existing settlement boundary can allow the population of settlements to grow. This will increase footfall to existing shops and services especially where there is good pedestrian connectivity to the town centre (Bellway Strategic)
- Major changes in retail shopping patterns and activity, together with changes to the Use Classes Order necessitate a significant review and updating of current retail policies. The current economic downturn and rising inflation will also influence current trends (Rosehart Properties Ltd, Pembridge Land Group)
- Existing retail policies recognise the primacy of Chelmsford City Centre in retail terms and this is welcome (Aquila Developments Ltd)
- Policy DM5 is predicated on managing the proportions of A1, A2 and A3 uses in key frontages, and now redundant with the introduction of Class E (Dominvs Group)
- The city centre focus needs to be retained via a clearly defined Primary Shopping Area irrespective of the changes introduced by the Use Classes Order. Frontage classification within this wider definition is of lesser significance (Aquila Developments Ltd).

## Summary of Public Comments:

- Why do policies (5.107) apply to Chelmsford City but not the rest of the Chelmsford area? Disagree because the approach is not being enforced
- A mixture of uses in town centres makes them more interesting. Focussing solely on retail is unrealistic with the popularity of online shopping
- Consider increased leisure uses in town centres where the demand for shopping is reduced
- There is scope for high rise residential development in urban centres, especially Chelmsford to provide accommodation particularly for single people and students. This would also help CCC achieve its residential development targets
- South Woodham Ferrer's retail space needs to be improved. The layout and flow of the town is enclosed, unappealing and limits foot traffic. The properties and paving are in a bad state of repair and disconnected from green spaces.

<b>Our evidence says</b>
The Retail Capacity Study Update 2023 finds that there is no need to allocate new sites for retailing in the review plan and that there are no significant gaps in the provision of larger commercial leisure facilities.
National Policy - The requirement to designate primary and secondary retail frontages has been removed from the NPPF.
The Retail Capacity Study Update 2023 recommends changes to the boundaries of Chelmsford City Centre to focus on the area of the city centre's main function as a retail and leisure destination.
The Retail Capacity Study Update 2023 recommends that the boundary of Beaulieu Principal Neighbourhood Centre is changed to better reflect the centre's provision of shops and services.
The Retail Capacity Study Update 2023 recommends that a Primary Shopping Area is defined for The Vineyards Principal Neighbourhood Centre to protect the core area of this centre for town centre use purposes.
A significant reform of the Use Class Order was announced in July 2020 with effect from September 2020. A new use class, a broad Use Class E (Commercial, Business and Service) was formed merging the former Use Classes labelled A1, A2, A3, B1, B2, D1 and D2.
The Chelmsford Retail Capacity Study 2023 recommends that a 500sqm gross threshold for impact assessments should apply to leisure as well as retail proposals (for retail proposals outside of designated primary shopping areas and for leisure proposals outside of town centre boundaries).
The Chelmsford Retail Capacity Study 2023 supports the amalgamation or subdivision of existing uses to encourage investment; 'meanwhile' uses to temporarily occupy long-term vacant units where they support the vitality and viability of the town centre, and complementary initiatives such as click and collect hubs and outdoor space for public events.

## The Preferred Options Local Plan

No floorspace for additional new convenience or comparison shopping is proposed in the Preferred Options Local Plan in line with the Chelmsford Retail Capacity Study 2023.

National Policy - Primary and secondary retail frontages have been removed from Strategic Policy S12 (Role of City, Town and Neighbourhood Centres) and DM5 (Designated Centres) to reflect updates to the NPPF.

Strategic Policy S12 (Role of City, Town and Neighbourhood Centres) and DM5 (Designated Centres) are changed to reflect changes to the Use Classes Order, downturn in economy, changing retail shopping habitats and to provide greater flexibility for a mix of uses.

A new Strategic Policy S17 (Future of Chelmsford City Centre) is added to the Preferred Options Local Plan. This policy seeks to improve the City's cultural offer, achieve increased footfall, activity and vibrancy.

In line with Chelmsford Retail Capacity Study 2023, the boundaries of Chelmsford City Centre and Beaulieu Principal Neighbourhood Centre are reduced, a new Primary Shopping Area is proposed at The Vineyards Principal Neighbourhood Centre, and no amendments are proposed to Chelmsford and South Woodham Ferrers Primary Shopping Areas or to South Woodham Ferrers Town Centre.

Some matters raised in the representations are too detailed for a Local Plan such as 'place branding' of South Woodham Ferrers Town Centre.

### Encouraging resilience in leisure, commercial and cultural development

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>54. Do you support the approach to be taken? If you disagree, please explain why?</b>	19	3	14	36
<b>55. Do you have any views on the Council's current leisure, commercial and cultural policies and the decisions they lead to?</b>	N/A	N/A	13	13
<b>56. Have we missed anything? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	15	15

Summary of Specific and DTC consultees comments:

- General support for the proposed approach (Sport England, South Woodham Ferrers Town Council, Great Waltham Parish Council, Writtle Parish Council)
- Up-to-date and robust evidence base on community sports facilities is required to support the updated policies as the existing evidence base is out-of-date (Sport England)

- South Woodham Ferrers has a good leisure centre including a swimming pool and Marsh Farm but no cultural facilities (such as cinemas and art galleries). Cultural assets are focused in Chelmsford. Any approach to leisure should recognise this shortcoming (South Woodham Ferrers Town Council)
- There should be a commitment from CCC to work with Town Council and ECC to improve the outdoor cultural offer such as commissioning of sculptures to place within the green necklace which reflect historic and environmental aspects of our town. South Woodham Ferrers should also be more fully integrated into CCC's cultural offering so that our residents can have access to outdoor performances without having to travel to Chelmsford e.g. the 3 foot festival. The Town Council are looking into setting up a museum/cultural centre in South Woodham Ferrers, so that artifacts and records of the town can be available for residents and visitors (South Woodham Ferrers Town Council)
- Larger new-build developments should be concentrated in existing built-up areas, and this should follow through into many aspects of the provision of leisure, commercial and cultural facilities (Great Waltham Parish Council)
- Local evidence is needed to properly and accurately assess growth needs of individual settlements (Writtle Parish Council).

#### Summary of General Consultees Comments:

- General support for the proposed approach (Newlands Spring Residents Association, Theatres Trust, Chelmer Housing Partnership)
- The existing Local Plan has strong policies on the promotion and protection of valued community and cultural facilities. We would wish to see these retained (The Theatres Trust)
- Object to multiple aspects of this plan and consultation. Development should be infrastructure led, rather than just meeting targets. Roads, schools, GP practices and bus routes need to connect and join our communities. The Government's baseline for affordable housing is not truly affordable, what percentage will be social housing including shared ownership and rent, 35% is recommended. A mixture of three and two bed housing is needed, not luxury five bedrooms houses. Have the figures for housing development been peer reviewed by development experts? (Chelmsford Labour Party)
- Include something to reflect the ongoing opportunities for residents to help shape the local communities that are developing. For example, your policy on hearing the resident's voice in the developments of place. It should connect to CCC participation policies or strategies. Communities are made by people not just infrastructure and the ambition could be stronger in this area (Chelmer Housing Partnership).

#### Summary of Developer/Landowner/Agent Comments:

- General support for the proposed approach (Taylor Wimpey, Rosehart Properties Ltd, Mr & Mrs Andrew Parker, Pembridge Land Group, Dominvs Group, Grosvenor Property UK and Hammonds Estates LLP, Cliffords Group Ltd)

- Adopted Local Plan policy directs community facilities to areas well served by public transport which is supported (Dominvs)
- Existing policies have led to delivery of enhanced leisure, commercial and cultural facilities in the city, but the economic downturn and recession may act as a constraint to delivery of future schemes. It is important that the major growth sites provide sufficient and a balanced range of such facilities (Rosehart Properties Ltd, Pembridge Land Group)
- The output from the updated retail and leisure needs study is awaited but we believe that previous studies have already indicated that adequate provision is required for indoor commercial sport & leisure. Policy initiatives have been largely directed to public facilities which will not fully meet this need. Urban growth to the north of Chelmsford should be an important factor in securing additional provision across a range of leisure types (Aquila Developments Ltd)
- Leisure, commercial and cultural related priorities and policies should encourage developments to facilitate such facilities based on local need and engagement with local communities (Wates Developments Ltd).

Summary of Public Comments:

- There appears to be no coherent plan for the city centre to attract small independent business or perhaps change the usage to residential to bring a vibrancy back. It is a classic doughnut effect where high rates, a lack of investment and out of town shopping centres destroy traditional high streets
- The approach should reflect the need for balance between demand for land for recreational use and making room for nature to ensure biodiversity targets are met
- It is refreshing to see places other than Chelmsford City being considered
- The city is lacking in cultural amenities e.g. art galleries, theatres, purpose-built, flexible open spaces for exhibits/ multi-media. All such additions will bring multiple streams of revenue through the venues, hospitality etc
- Waterways in the area provide excellent opportunities for leisure and healthy living
- Consider how policies might need to be changed or introduced in order to cope with Covid and future pandemics.

<b>Our evidence says</b>
The Retail Capacity Study 2023's qualitative and quantitative assessment of leisure need does not identify any significant gaps in the provision of larger commercial leisure facilities in the plan area.
An updated Open Space, Sports and Recreational Facilities Study and Sports Facilities Strategy has been commissioned and will be used to inform the final draft Local Plan (Pre-Submission Local Plan).
The Retail Capacity Study 2023 recommends that a 500sqm gross threshold for impact assessments should apply to leisure as well as retail proposals.
The Cultural Strategy 2023 provides a long-term vision that recognises the value of culture to us all. It will set our priorities for improving the culture services of the entire district of Chelmsford, including its parishes, the town of South Woodham Ferrers, and the city centre.

<b>The Preferred Options Local Plan</b>
No new floorspace for additional leisure or culture development is proposed in the Preferred Options Local Plan in line with the Retail Capacity Study 2023.
The emerging Open Space, Sports and Recreational Facilities Study and Sports Facilities Strategy will provide up-to-date and robust evidence base on community sports facilities required to support the updated policies in the Pre-Submission Local Plan.
Strategic Policy S5 (Protecting and Enhancing Community Assets) is updated to reflect new Strategic Priority 2 (Promoting smart, active travel and sustainable transport) to change how people make their journeys towards more sustainable and active travel choices. The policy also encourages extensions to existing facilities in line with the NPPF and is updated to reflect changes to the Use Classes Order.
The proposed site allocation policies and Strategic Policy S9 (Infrastructure Requirements) ensure that new development is supported by necessary infrastructure and services including primary schools, green space and health provision.
Strategic Policy S12 (Role of City, Town and Neighbourhood Centres) is amended to reflect changes to the Use Classes Order, downturn in economy, changing retail shopping habitats and to provide greater flexibility for a mix of uses. It also requires leisure proposal to carry out impact assessments, to reflect the findings of the Retail Capacity Study 2023.
A new Strategic Policy S17 (Future of Chelmsford City Centre) is added to the plan. This policy seeks to improve the City's cultural offer, achieve increased footfall, activity and vibrancy, having regard to the Chelmsford Cultural Strategy 2023.
Local Plan policies support the provision in principle of new community facilities such as art galleries and cinemas including Policy DM20 (Delivering Community Facilities).
National Policy - Policy DM20 (Delivering Community Facilities) is updated to encourage flexibility in design and shared use to enhance the sustainability of communities and residential environments, in line with the NPPF.
Policy DM21 (Protecting Community Facilities) is updated to reflect the needs to increase protection of public houses to resist further losses to alternative uses.
There will a further round of public consultation on the final draft or Pre-Submission Local Plan.
There will be additional opportunities to help shape new developments and communities once the new Local Plan is adopted including through the development of site masterplans and planning applications.

## **Part 6 – Spatial Principles and Spatial Options**

This section of the consultation document considers the Spatial Principles that will be used to ensure growth is planned in a sustainable way and underpin the choice of sites to accommodate growth. It also presents five Spatial Approaches for how growth could be distributed in the future review plan.

## Spatial Principles

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>57. Do you agree with the proposed updates to the Spatial Principles? If not, please give the reasons for your answer. Please refer to the Spatial Principle number in Table 7.</b>	52	17	86	155
<b>58. Are there any Spatial Principles you think should be added? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	27	27

Summary of Specific and DTC consultees comments:

- General support for the Spatial Principles (Essex County Council, Braintree District Council, Rochford District Council, Anglian Water Services Ltd, Essex Police Fire and Crime commissioner, Mid and South Essex Integrated Care Board)
- None of the Spatial Principles can be measured or used effectively to steer planning applications. They need to be more vigorously and precisely worded and made SMART (South Woodham Ferrers Town Council)
- These principles are not generally being met in the immediate area of some developments and are not being considered across sufficiently wide areas to address impacts in neighbouring parishes (Great Waltham Parish Council)
- Support the additional references to reducing carbon emissions g) and protecting the Green Belt from inappropriate development, as opposed to all development b) (Broomfield Parish Council)
- The use of the word 'promote' in c) indicates a more watered-down approach to building on previously developed land than in the adopted local plan
- Disagree with including development at all settlements set out in the Settlement Hierarchy (Broomfield Parish Council, Great Waltham Parish Council)
- Support spatial principle f), to respect the character and appearance of landscapes and the built environment and preserve or enhance the historic environment and biodiversity (Historic England)
- Reference to the need to protect the best and most versatile (BMV) agricultural land from significant, inappropriate or unsustainable development proposals should be added to f) (Chignal Parish Council)
- Wording of principle g) should be strengthened to 'radically reduce carbon emissions' in line with the NPPF (Essex County Council)
- Enhance principle j) to say 'Ensure that developments and the required infrastructures are deliverable' (South Woodham Ferrers Town Council)
- Add a principle that considers proposed national Infrastructure projects that are known about (South Woodham Ferrers Town Council)

- Add a principle that considers neighbouring Borough developments on the borders (South Woodham Ferrers Town Council, Maldon District Council)
- A spatial principle to encourage the incorporation of renewable energy schemes and energy efficiency into all development sites would make the issue of tackling climate change more central within the Local Plan (Braintree District Council).

#### Summary of General Consultees Comments:

- Agree to all but the exclusion of the Green Belt from development (Newlands Spring Residents Association).

#### Summary of Developer/Landowner/Agent Comments:

- General support for the Spatial Principles (Croudace Homes, Gleeson Land, Dandara, Landvest Developments Ltd, Obsidian Strategic Asset Management Ltd, Bolton, S&D, Persimmon Homes, Dandara Eastern, Mr Alexander Micklem, Ptarmigan Chelmsford A Ltd, Grosvenor Property UK and Hammonds Estates LLP, Redrow Homes & Speakman Family, Bellway Strategic, Richborough Estates, Hill Residential Ltd, Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern), Harris Strategic Land Ltd, Graham Dines, Greystoke CB, Miscoe Enterprises Ltd, Cliffords Group Ltd, A.G. & P.W.H Speakman, The Bucknell Family, Cliffords Group and Mr Mark Peters, Pigeon (Sandon) Ltd, Bellway Homes Ltd)
- Broad support but consider the Draft Plan fails to actually apply them in practice (e.g. missing opportunities to facilitate delivery of flood risk alleviation measures by making partial amendments to the Green Belt) (Vistry Group)
- Plan will need to provide clarity as to how these Spatial Principles will be used and implemented (Dandara, Hill Residential Ltd, Graham Dines)
- Important for the Plan to recognise that it may be difficult for any one Spatial Principle to be considered in isolation (Sempra Homes Ltd, Marden Homes Ltd)
- Suggest condensing the number of principles into a shorter list, or an overarching statement, which conveys the objectives succinctly but avoids unnecessary duplication (Bellway Homes Ltd)
- Paragraph 16 of the NPPF expects Local Plans to serve a clear purpose which avoids the unnecessary duplication of policies that apply to a particular area. It is not considered that Spatial Principles a), e), h), and i) effectively achieve this, or are necessary (Bellway Strategic)
- The replacement of “Optimise the use of suitable previously developed land for development” to “Promote the use of suitable previously developed land for development” unnecessarily dilutes a key Spatial Principle (Dominvs Group)
- Principle ‘e’ should also include reference to development in the Chelmsford Urban Area (Martin Grant Homes)
- There is a need to review the Green Belt as it has not been shown that development in the Green Belt is not the most sustainable pattern of development (Charterhouse Property Group & Charterhouse Strategic Land, Rosehart Properties Ltd, Martin Grant Homes, Taylor Wimpey Homes,

- Pembridge Land Group, Vistry Group, The Howgego Trust, Gray & Sons, Taylor Wimpey Strategic Land, Hill Residential Ltd)
- Support focusing development outside the Green Belt (Marden Homes Ltd, Sempra Homes Ltd, Mr A Smith)
  - Smaller settlements such as Chatham Green should not be excluded from principle 'e', as the Essex Highways Sustainable Accessibility Mapping Appraisal suggests it is a very sustainable location on a transport corridor (Mr and Mrs Andrew Parker, Strutt and Parker (Farms) Ltd)
  - Small settlements and those in the Green Belt require some growth to support ongoing provision of existing services and amenities (The Howgego Trust)
  - Development should be located in sustainable locations but principle e) has an over reliance on the use of the settlement hierarchy to determine the Spatial Strategy and location of growth (H R Philpot & Sons, Chris Buckenham, C J H Farming Ltd)
  - Principle (e) should recognise that locations in lower order settlements, or in the countryside and / or Green Wedge can accommodate modest levels of new development, subject to their sustainability and appropriateness (Hill Farm (Chelmsford) Ltd)
  - Spatial Principle g) should be separated into two distinct Principles to ensure clarity in its application (Bellway Strategic)
  - As the Council's Settlement Hierarchy is informed by a review of available services, facilities and infrastructure, Principle h) and i) are not necessary (Bellway Strategic)
  - Where there are sites located on the end of the existing urban area and meet all of the relevant Spatial Principles, their siting within the Green Wedge should not automatically discount them for development (Mr J Bolingbroke, Sempra Homes Ltd)
  - Omission of any recognition for the need to support rural communities and rural economy to provide sustainable development in these locations (Mr and Mrs Richard and Sally Speakman, Cliffords Group Ltd, CJH Farming Ltd)
  - More could be included on how development will support and enhance the rural environment and its linkages to the Green Wedge and the importance of social and green infrastructure (Cliffords Group Ltd)
  - Could look to accommodate development in locations with the potential to expand further beyond 2041 (Taylor Wimpey)
  - Add after e) "Enhance the vitality and sustainability of the other settlements in the local authority area" (Croudace Homes)
  - Add the following words at the end of the sentence at e): ", including making appropriate provision for rural housing to maintain the viability and vitality of all villages" (Edward Gittins Associates)
  - Add a 'Transport Corridor Spatial Principle' as development should be directed towards sustainable locations across the existing transport corridor to make use of the existing and new transport infrastructure (Strutt and Parker (Farms) Limited)
  - Add "Locate development at locations which meet the needs of users and occupiers, and supports economic growth" to better reflect NPPF and PPG requirements (Greystoke CB)

- Add “Promote sustainable growth within the Green Wedge where it is appropriate and respects the role and function of the Green Wedge” (Cliffords Group Ltd, Miscoe Enterprises Ltd, Cliffords Group and Mr Mark Peters)
- Add “Continue and enhance the vitality of rural communities and the wider rural economy, promoting the Green Wedge to support this objective where development aligns with the role, function and purposes of the Green Wedge” (Cliffords Group Ltd)
- Add “Ensure the delivery of social infrastructure to serve both existing and proposed communities” (Cliffords Group Ltd, David Lloyd Leisure and Aquila Development Ltd)
- Could amalgamate h) and i) (Dominvs Group).

Summary of Public Comments:

- Admirable but unobtainable principles
- Unclear what ‘inappropriate development’ in the Green Belt would be
- Disagree with protecting the Green Belt as this automatically and unnecessarily limits growth in these areas and damages other areas
- Principle b) should include protecting Green Wedge and Rural Areas from inappropriate development
- Principles b) and f) should be strengthened and adhered to in planning decision-making
- Principle c) should be amend to “Prioritise development on previously developed land”
- Principle e) results in existing settlements being overwhelmed by further development.
- Flood risk and carbon emissions should be separate Spatial Principles
- The link between ensuring necessary infrastructure and encouraging innovation is unclear
- Existing infrastructure should not be stretched so it worsens the experience for existing residence, new infrastructure should be built to support new development
- Add the need to avoid the development of high quality agricultural land
- Replace e) with “Spread development proportionally throughout the Chelmsford Area”
- Review the Green Belt to see if development could be the most sustainable pattern of development.

**Our evidence says**

The Spatial Principles and supporting text reflect the local priorities in the Council’s corporate plan [Our Chelmsford, Our Plan](#).

The Preferred Options IIA 2024 considers that the Spatial Principles will result in diverse effects which reflect the complexity of delivering large-scale development. Generally positive effects are envisaged with development in the urban area, with urban fringe sites requiring mitigation for impacts on environmental resources. Most dwellings and employment land will be delivered in/adjacent to urban areas and Key Service Settlements which have greater capacity in terms of their sustainability to receive growth.

## The Preferred Options Local Plan

The Spatial Principles are set out in Strategic Policy S1 (Spatial Principles) and remain largely unchanged as they continue to be consistent with national policy and guidance. Some clarification of wording is included in relation to inappropriate development in the Green Belt, carbon emissions, and innovative solutions for active and sustainable travel.

No review of the Green Belt is proposed; the Green Belt will continue to be protected from inappropriate development. It is considered that the purpose of the Green Belt is clear within the Preferred Options Local Plan, as set out in Strategic Priority 4 and Strategic Policy S1 (Spatial Principles).

## Spatial Strategy and Strategic Housing and Employment Land Availability Assessment (SHELAA)

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>59. Do you support the changes to the methodology and criteria note of the Strategic Housing and Employment Land Availability Assessment (SHELAA)? If you disagree, please explain why.</b>	19	15	30	64

Summary of Specific and DTC consultees comments:

- Should be restricted to those areas which form part of the proposed Spatial Strategy (South Woodham Ferrers Town Council)
- Unsure where the proposed changes are set out (Broomfield Parish Council)
- Local Policy Constraints “Where a site has identified constraints that would prevent the implementation of a vehicle access route to the site” should be amended to refer to ‘...of a safe vehicle access route...’ (Essex County Council)
- The EDG recommends that any residential area should be no further than 600 metres walking distance from a primary school and 1,500 metres from a secondary school via a safe direct route and reference to schools should be amended accordingly (Essex County Council)
- Welcomes the inclusion of community facilities and renewable power generation in the 2022 SHELAA Assessment Criteria (Essex County Council)
- ECC will be undertaking a countywide assessment to identify potential areas of land which could be suitable for solar and wind schemes. The outputs could potentially be added to the SHELAA criteria (Essex County Council)
- Support the inclusion of a suitability criteria relating to ‘mineral and waste constraints’ but that this process also considers the land around the site in order that its allocation/development does not constrain any potential future

use for mineral extraction and subsequent amendments be made to the suitability criteria for this section (Essex County Council)

- Whether prior extraction for minerals is practical at the site should be considered in the context of the non-mineral development, taking into account the estimated value of the mineral, a restoration scheme and the viability of the proposed non-mineral development (Essex County Council)
- To align with the ECC Developers Guide the threshold in the site assessment measure stated as 'Development that would yield 10 or more dwellings is considered to add strain on existing facilities unless such facilities are incorporated within the proposal' be increased from 10 to 20 (Essex County Council).

Summary of General Consultees Comments:

None.

Summary of Developer/Landowner/Agent Comments:

- Support for the proposed changes (Charterhouse Property Group & Charterhouse Strategic Land)
- There are gaps in the methodology (though not stated what those are) (Dominvs Group)
- Support the changes but note it must be carried out on a "policy-off" basis and allow for consultation on the outputs once published (Obsidian Strategic Asset Management Ltd)
- Welcome the introduction of a set of criteria and scoring for mixed use sites (Grosvenor Property UK and Hammonds Estates LLP)
- Needs to be more done to factor in large sites which contain features such as Heritage Assets to ensure these do not skew the results of the assessment (Grosvenor Property UK and Hammonds Estates LLP)
- A second "policy on" assessment, having regard to policy constraints identified and the extent to which these can be mitigated should be undertaken to ensure compliance with para 002 (Reference ID 3-002-20190722) of the PPG (Bellway Strategic)
- Needs to recognise that the presence of constraints, such as flood risk, on small areas of larger strategic scale sites does not represent an absolute constraint to the development of that site (Bellway Strategic)
- Needs to distinguish between policy constraints and physical constraints (Mr J Bolingbroke, Sempra Homes Ltd)
- Green Wedge should not be considered a constraint to residential development as land with this designation should be reviewed, and may be found it should not remain as Green Wedge as part of the review (Mr J Bolingbroke, Sempra Homes Ltd, Miscoe Enterprises Ltd, Cliffords Group Ltd)
- Consultation document does not provide details of changes to the methodology and criteria note of the SHELAA, further opportunity to comment on the methodology would be welcomed (Richborough Estates)
- Comments made on the previously published 2021 SHELAA methodology and scoring for sites, requesting these are reviewed (Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern))

- An additional level of refinement should be introduced such that sites within 400m of public transport are scored 3 under PROW and Cycling Connectivity (Greystoke CB)
- It should be made clear that the SHELAA is an evidence base document and that site allocations are made in the Local Plan (Greystoke CB)
- Criteria note and scoring mechanism is unduly complex (Martin Grant Homes)
- Scoring for minerals should be removed or significantly altered as it does not necessarily hinder development of a site (Martin Grant Homes)
- Premature to rule out Green Belt sites as it has not been established that a Green Belt Review is not required (Martin Grant Homes)
- Unreasonable to score a site as 0 out of 5 if it is anticipated that some level of ground remediation is required (Martin Grant Homes)
- Unreasonable to score a site negatively under 'Neighbouring Constraints' without providing a written explanation as to what the Council perceive to be a "constraint with no potential for mitigation" (Martin Grant Homes).

Summary of Public Comments:

- Criteria listed seems to be incomplete and should include impact on neighbouring communities
- Approach is fair and balanced
- Greater protection should be given to the River Chelmer and the Chelmer Valley.

<b>Our evidence says</b>
The assessment of vehicle access includes where there is current access (highest score) and no visible constraints likely to prevent implementation of a route to enable vehicle access in paragraph 4.8 of the Criteria Note of the SHELAA 2022/2023. This avoids the qualitative determination of whether an access could be made safe, which is not something that can be determined in a desktop exercise.
No action was taken in relation to the Criteria Notes assessment of proximity to key services as current distances align with adopted Integrated Impact Assessment (IIA) for the Local Plan. The IIA will be kept under review in the Local Plan Review process and any relevant amendments will be made to the SHELAA Criteria to mirror any changes that might in future be made to the former.
The minerals and waste constraints assessment section in the Criteria Note was agreed with Essex County Council prior to publication of the SHELAA 2022/2023. The criterion was amended to align better with the Minerals Local Plan and Waste Local Plan and the capped criteria relating to Minerals and Waste has been removed.
The impact on community facilities was amended to a yield of 20 or more to align with the ECC Developers Guide in the Criteria Note of the SHELAA 2022/2023.
The impact on Designated Heritage Assets is not a capped constraint in the Criteria Note of the SHELAA 2022/2023 therefore cannot skew the results for any site.
National Planning Practice Guidance states that plan-making bodies should consider constraints when assessing the suitability, availability and achievability of

### Our evidence says

sites. Whilst the key purpose is to identify sites and their constraints, this does not mean that they are completely ruled out. Also, the assessment does not in itself determine whether a site should be allocated for development. A comparison of sites based upon performance against specific criteria is already possible through the provision of individual scores against each criterion - to make this easier, we have added in a total score field to the site output report. The Green Belt designation is a national policy constraint and is consequently awarded a Red RAG rating in the Criteria Note of the SHELAA 2022/2023.

A Green Wedge designation is a local policy constraint so is consequently awarded an Amber RAG rating in the Criteria Note of the SHELAA 2022/2023. This includes the river valleys and therefore recognises the contribution/value of these assets in the Criteria Note of the SHELAA 2022/23. This approach is in line with Local Plan policies and the IIA.

The impact on Flood Risk is not a capped constraint and is differentiated in the percentage area of the site affected in paragraph 4.17 of the Criteria Note of the SHELAA 2022/2023.

It was not considered appropriate to combine cycling/PROW with public transport.

Neighbouring constraints are explained in paragraph 4.20 of the Criteria Note of the SHELAA 2022/2023.

### The Preferred Options Local Plan

The SHELAA assesses on a high-level basis the likely development potential of sites submitted by landowners and developers.

Paragraph 69 of the NPPF sets out that local authorities are required to undertake land availability assessments to establish an understanding of what sites within the administrative area may be suitable, available, and achievable for development.

The SHELAA serves as an evidence-based document identifying a wide range of site characteristics, highlighting the strengths and constraints that sites may face in achieving the local authority requirements and establishing the likelihood of site developability/deliverability. It is not the purpose of the SHELAA to allocate land for future development, that is for the Local Plan. The role of the SHELAA is discussed in the alternative for the proposed site policies identified for delivering the preferred Spatial Strategy.

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>60. Do you support the approach taken to review the Spatial Strategy? If you disagree, please explain why.</b>	32	17	59	108

#### Summary of Specific and DTC consultees comments:

- General support for the approach to the review or the need to review the Spatial Strategy (Essex County Council, Basildon Borough Council, Braintree District Council, Rochford District Council, Braintree District Council, Maldon District Council, South Woodham Ferrers Town Council, Chignal Parish Council, Writtle Parish Council)
- The review should lead to something conclusive that can be taken forward. Currently, the strategy just allows everyone to propose a site to be assessed on rules or approaches that cannot be measured or understood within the context of the Local Plan (South Woodham Ferrers Town Council)
- The review should reflect the new Vision for a greener approach to building stronger communities with community and transport infrastructure and improved health and wellbeing (Chignal Parish Council)
- Unclear whether the review is a fundamental review or whether it is just monitoring the outcomes of the Strategy so far and applying the same Strategy to updated circumstances. Support a more fundamental re-alignment of the Spatial Strategy because: a) There is now an even greater national emphasis on the need to reduce carbon emissions through transport; and a greater emphasis on well-being and quality of life; b) The new Vision is more about achieving 'a greener, fairer and more connected community and not so much about 'cementing the existing successes ..from growth' and from new City Status (Broomfield Parish Council)
- Welcome CCC meeting its full housing needs within its administrative boundary to 2041 including the 20% buffer. Any preferred spatial approach will need to have regard to the settlement hierarchy (Essex County Council)
- CCC should work with the Climate Change Unit to deliver on net zero and improve climate resilience by building with nature. It is important to embed climate change in local plan-making (Essex County Council)
- The carbon impact of the preferred spatial approach should be assessed and used to help steer the Spatial Strategy in a way which responds to the stated priorities on climate and ecological emergency and demonstrate alignment with local and national climate targets (Essex County Council).

#### Summary of General Consultees Comments:

- General support for the need to review the Spatial Strategy (North West Parishes Group, Chelmer Housing Partnership)
- The Chelmer Valley landscape is of great visual, natural, historic and archaeological interest and needs greater recognition and enhanced conservation. The Green Wedge should be extended to include more of the valley slopes. It is an ideal location to develop landscape scale nature recovery and an integrated approach to the historic and natural environment (Chelmer Valley Landscape Group)
- CCC should not rely on strategic sites and new settlements in the short to medium term given such allocations are often slow to come forward. This does not mean we do not support the delivery of new settlements, but it can often reduce the number of smaller sites allocated that are essential to supporting SME house builders (Home Builders Federation)

- Growth in allocated sites to west of the city is not agreed as local infrastructure especially roads is inadequate and cannot easily be upgraded resulting in overloading. Growth should be allocated where there will be good transport along transport corridors – North-East Bypass and A131/130 (Newlands Springs Residents Association)

#### Summary of Developer/Landowner/Agent Comments:

- General support for the approach to review or the need to review the Spatial Strategy (Bellway Strategic, Croudace Homes, Dandara, Taylor Wimpey, Taylor Wimpey Strategic Land, Obsidian Strategic Asset Management Ltd, Grosvenor Property UK and Hammonds Estates LLP, Richborough Estates, Gladman Developments Ltd, Gleeson Land, Cliffords Group Ltd, David Lloyd Leisure and Aquila Development Ltd and Mr Mark Peters, Bolton, S&D, Pembroke Land Group, Rosehart Properties, Wates Developments Ltd, Inland Homes, Strutt and Parker (Farms) Limited, Redrow Homes & Speakman Family, Mr and Mrs Andrew Parker, A.G. & P.W.H Speakman, Chris Buckenham, Mr Alexander Micklem, Robert Roberts & Susan Balls, Wates Developments Limited)
- Simply continuing or extending the existing adopted Spatial Strategy, without a review, will be a much riskier approach, particularly as the existing strategy relies on a small number of very large allocations, which have long lead-in times and face significant challenges. The latest NPPF emphasises the contribution that small and medium sized sites can make and recognises that these sites are often built out relatively quickly (Croudace Homes)
- The timing of the new strategic transport infrastructure coming forward represents a strong opportunity for Chelmsford to take a holistic approach to new housing locations (Wates Developments Limited)
- There are a number of issues with the methodology and conclusions of CCC's assessment of the five spatial approaches. The approach to sites in ECC's Accessibility Mapping is not consistent. A suggested Potential Accessibility score has been attached (Grosvenor Property UK and Hammonds Estates LLP).

#### Summary of Public Comments:

- Agree with the principle of reviewing the Spatial Strategy
- Current Spatial Strategy is fit for purpose and does not need modification
- CCC has allocated development to South Woodham Ferrers without looking at the full picture of the area such as the need for new infrastructure and by carrying out traffic surveys at the wrong time of day
- Increase in traffic generated to the North of South Woodham Ferrers cannot be measured because the development does not yet exist, and the existing traffic studies are significantly flawed so there can be no confidence in any projections post development
- The proliferation of urban sprawl is detrimental to the character of the countryside. Hammonds Farm is typical of this encroachment of the town into the countryside

- Support the retention of the Green Wedges which are absolutely vital for the continued success of the city being an invaluable corridor for both people and wildlife
- Disagree with growth in allocated sites to the West of the city. Local infrastructure especially the roads are inadequate and cannot be upgraded to increase capacity resulting in overloaded and a congested road network. Growth should be allocated to sites where there are good transport links, along transport corridors and with access to the new railway station, and where the local infrastructure, particularly the roads, can be easily upgraded
- The agricultural land in West Chelmsford beyond Newlands Spring is excellent for that purpose. The UK needs to retain and increase its own agricultural especially in view of the effects of the war in the Ukraine. Chelmsford needs to take into account this bigger picture and play its part in a new way forward for the UK
- Stop the Sandford Mill development if you care about the planet. Politicians, councils and governments only care about money and the interests of big business. Your actions are contrary to your words
- Growth in allocated sites to west of the city is not agreed as local infrastructure especially roads is inadequate and cannot easily be upgraded. Growth should be allocated where there will be good transport along transport corridors – North East Bypass and A131/130.

<b>Our evidence says</b>
The Strategic Housing Needs Assessment (SHNA) 2023 supports the housing requirement of 1,000 new homes per annum for the preferred Spatial Strategy.
Experience has shown that applying a supply buffer of around 20% will help provide flexibility in the supply of housing sites and to ensure that the housing requirement is met.
The Employment Land Review 2023 considers current economic trends and future requirements for new employment floorspace up to 2041. The preferred Spatial Strategy proposes new employment sites totalling around 110,000sqm in addition to existing allocated employment sites in the adopted Local Plan. These seek to meet an employment land shortfall of around 110,000sqm (Scenario 3 in the review).
The Retail Capacity Study Update 2023 finds that there is no need to allocate new sites for retailing and that there are no significant gaps in the provision of larger commercial leisure facilities in the area. In line with the study, no proposed new retail allocations are proposed in the Preferred Options Local Plan.
The Parish Audit 2024 is a technical assessment of key services, facilities, and bus provision available to residents within villages and parishes across the Council's area. It supports the Settlement Hierarchy in the preferred Spatial Strategy.
The Local Plan Viability Report 2023 provides a high-level viability of different typologies of development sites that could come forward through Local Plan allocations. The assessment supports the site allocations in the preferred Spatial Strategy.
The Strategic Housing and Economic Land Availability Assessment (SHELAA) 2023 assesses land promoted for new housing and employment development.

## Our evidence says

This is supplemented by the Urban Capacity Study 2024. The sites identified in the preferred Spatial Strategy are promoted for development and supported by the SHELAA 2023 and Urban Capacity Study 2024.

Drawing on the wider plan evidence base, national planning policy and guidance and the Issues and Options consultation responses to the five Spatial Approaches, three Spatial Strategies were developed for detailed technical testing in 2023. The Transport Impact Appraisal of Spatial Approaches 2023 assesses the relative impact of additional development traffic on the future capacity of links and junction on the road network of the three Strategies. The Landscape Sensitivity and Capacity Study 2024, considers the landscape sensitivity and resulting capacity for the development proposed in the three Strategies. The Water Cycle Study Scoping Report 2024 provides a high-level assessment of the three Strategies on water infrastructure. The outputs from the technical studies identify positives and negatives associated with each Strategy. The outputs have been used alongside other plan evidence and national policy, to inform the employment and housing site allocations included within the preferred Spatial Strategy which has been subject to further technical testing – see below.

The following traffic modelling has been undertaken:

Sustainable Accessibility Mapping and Appraisal of Sites 2022 – this assessed 25 settlement areas identified across the five spatial approaches in the Issues and Options consultation document on their level of sustainable connectivity to key urban centres, employment, rail stations, bus services and bus stops, healthcare and education. They were also assessed on their digital connectivity highlighting the ability for residents to work from home thereby reducing peak hour journey trips on the local transport network. It should be noted that the appraisal assesses the current accessibility and connectivity of the locations and at this stage does not take into account future uncommitted infrastructure improvements which might come forward to support new development.

Transport Impact Appraisal of Spatial Approaches 2023 – this sets out the modelling methodology, results, and findings of the traffic impact appraisal of three selected Spatial Strategy options, identified following the Issues and Options consultation. The evidence shows that, in terms of overall network impact (severity and breadth) and without considering the scope for mitigation, option 2 is modelled as having the smallest impact, and option 3 as having the largest. Option 1 is characterised as having a broader, but less pronounced impact on the road network.

The wider cross boundary impacts are included in the relevant assessments.

The Water Cycle Study Scoping Report 2024 indicates no major concerns with respect to water supply to cater for proposed level of new growth. Chelmsford Water Recycling Centre (WRC) catchment, where the majority of development is being proposed for the plan period up to 2041, has significant spare capacity and can accommodate the proposed development including the East Chelmsford Garden Community, Bicknacre, East Hanningfield and the employment allocations. It also identifies constraints to development growth in Chatham Green due to constraints at Great Leighs WRC. The study supports the preferred Spatial Strategy.

The Preferred Options IIA 2024 assesses positives and negatives associated with the preferred Spatial Strategy and reasonable alternatives in terms of

### **Our evidence says**

sustainability, health and equality. The Preferred Spatial Strategy is assessed to be the most sustainable especially in terms making best use of previously developed land, meeting the housing need and supporting sustainable economic growth.

The Infrastructure Delivery Plan (IDP) 2023 supports the levels of growth and locations of growth over the new plan period and considers that the required new infrastructure improvement and investment is feasible and deliverable. Overall, the IDP supports the preferred Spatial Strategy.

The Housing Sites Schedule April 2023 details allocated sites for housing and non-allocated sites which have come forward in the planning process. It supports the proposed housing allocations in the preferred Spatial Strategy.

### **The Preferred Options Local Plan**

The Preferred Spatial Strategy has been developed using national policy, relevant policies and strategies, engagement with key stakeholders, feedback from the Issues and Options consultation, and the plan evidence base including testing of options through the IIA (as described above).

The Preferred Spatial Strategy reflects the proposed updated Vision and Strategic Priorities of the plan including Strategic Priority 1 Addressing the Climate and Ecological Emergency.

The Preferred Spatial Strategy is an evolution of the five spatial approaches tested at Issues and Options stage and three Spatial Strategies tested in 2023.

Overall, the preferred Spatial Strategy meets housing, employment and Travelling Showpeople needs in full, protects the Green Belt, and allocates new development in sustainable locations.

Unbuilt site allocations in the adopted Spatial Strategy including West of Chelmsford and North of South Woodham Ferrers have been rolled forward into the preferred Spatial Strategy as they continue to represent sustainable and sound development allocations.

The Preferred Spatial Strategy includes a mix of different types and sizes of site allocations that will come forward throughout the plan period.

Alternative Spatial Strategies and site allocations have been considered, tested and rejected as they perform less well than the preferred Spatial Strategy and site allocations. Discounted locations for further housing growth include South Woodham Ferrers, Boreham, Broomfield and West of Chelmsford. These are too constrained and unsuitable for further development growth over and above that in the adopted plan.

Further information on the approach to the Spatial Strategy and site selection is set out in the Preferred Options Spatial Strategy and Strategic Sites Topic Paper.

The Green Wedge boundaries are around the main river valleys as set out in the Green Wedge evidence base reports.

Key statistics:

Question	Yes	No	Comments	Total number of responses
<b>61. Do you agree with the scope and classification of individual settlements within the Settlement Hierarchy? If you disagree, please explain why. Where possible, please support your answer with reference to any evidence.</b>	33	13	42	88

Summary of Specific and DTC consultees comments:

- General support for the proposed Settlement Hierarchy (Essex County Council, Braintree District Council, Rochford District Council, South Woodham Ferrers Town Council, Writtle Parish Council)
- Supports the conclusions of the Sustainable Accessibility Mapping and Appraisal. If Spatial Approach E (including Hammonds Farm) were selected, consideration would be required as to where this would sit within the settlement hierarchy, and whether its position in the hierarchy would be phased relative to when key services are provided etc (Essex County Council)
- Boreham and Great Leighs are Key Service Settlements in close proximity to Great Notley and Hatfield Peverel in Braintree District. They are classified as a District Centre and Key Service Village respectively reflecting the significant population in that area, and the fact that they offer services which support nearby smaller communities, including residents from cross border communities. It is important to retain and improve services close to the communities they serve, and this can be helped by providing appropriate growth to support those services in terms of population and additional financial contribution to existing services (Braintree District Council)
- Disagree that South Woodham Ferrers is well-connected. It is unsuitable for any further large scale development which would mean further loss of open space/agricultural land and the green necklace (South Woodham Ferrers Town Council).

Summary of General Consultees Comments:

- General support for the Settlement Hierarchy (Newlands Springs Residents Association, Chelmer Housing Partnership)
- The use of the existing Settlement Hierarchy as a way of allocating new development in a sustainable way is not supported as it is too broad-brush and simplistic. All settlements are different (North West Parishes Group).

Summary of Developer/Landowner/Agent Comments:

- Support expressed for the proposed Settlement Hierarchy (Landvest Developments Ltd, Vistry Group, Dandara, Bellway Strategic, Bellway Homes Ltd, Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern), Richborough

Estates, Marden Homes Ltd, Croudace Homes, Rosehart Properties Ltd, Strutt and Parker (Farms) Ltd, Gladman Developments Ltd, Gleeson Land, Pembridge Land Group, Grosvenor Property UK and Hammonds Estates LLP, Cliffords Group Ltd and Mr Mark Peters, Mr Alexander Micklem, Robert Roberts & Susan Balls)

- Given the magnitude of difference between the scale and services of the city and the town of South Woodham Ferrers, it is worthy of its own separate classification (Dominvs Group)
- Owing to its vastly superior service provision and employment opportunities and its status as a regional centre, Chelmsford should sit alone at the top of the Settlement Hierarchy. It should be cited as Chelmsford Urban Area reflecting the glossary which confirms that Great Baddow, Springfield and Broomfield form part of the Chelmsford Urban Area and reflecting the excellent sustainability credentials of these areas (Martin Grant Homes)
- There should be an updated Settlement Hierarchy study. Broomfield is much better connected to the main regional centre of Chelmsford. It contains the Council's largest single employer, Broomfield Hospital, a secondary school and other services. It would be more appropriate to have a top tier – "Greater Chelmsford", with Broomfield and South Woodham Ferrers at the second tier (Obsidian Strategic Assess Management)
- The most sizeable proportion of new growth should be directed to Chelmsford City, which provides the greatest opportunity to address the Council's Strategic Objectives at scale, and in a way that is most sustainable. This is supported by the Employment Land Review (2015) and the IIA (Dandara)
- The Spatial Strategy should be strongly informed by the proposed Settlement Hierarchy (Bellway Strategic)
- The 'category' names used within the Settlement Hierarchy do not align with the 'location types' used with the growth approaches outlined by the Council in the Issues and Options document (Pegasus Group)
- Boreham should be identified at a higher level in the Settlement Hierarchy than other Key Service Settlements or at least as a higher priority for development due to the new rail station and employment nearby in Springfield and planned at Beaulieu Park (Wates Developments Limited)
- Given CCC's objective to maintain protection of the Green Belt, it is important that the distinction remains between Key Service Settlements within and outside the Green Belt. This creates an 'A' and a 'B' list of Key Service Settlements ensuring that growth is distributed to the most sustainable locations (Bellway Homes Ltd)
- Rettendon Place could become a 'Key Service Settlement' in due course. Disagree with some findings presented in ECC's Sustainable Accessibility Mapping & Appraisal. The findings for "SA6e. Rettendon Place" in Appendix E of the Technical Note should be amended to address a number of errors which will lead to the Site Average RAG Score for increasing from 1.43 (Red) to 1.79 (Amber) (Croudace Homes)
- Chatham Green has scored 1.79 in Essex Highways Sustainable Accessibility Mapping Appraisal of the New Local Plan Review for Sustainability. This score is higher than many bigger villages including Great Leighs. The classification of individual Settlements within the Settlement Hierarchy should

be changed to allow smaller sustainable settlements such as Chatham Green to be considered for development (Mr & Mrs Andrews)

- Note the potential of new development to increase the sustainability of a settlement which would change its position in the hierarchy such as Chatham Green which has the potential to become a service settlement (Strutt and Parker (Farms) Ltd)
- The Settlement Hierarchy should be used as a guide, and not as a robust tool, to inform the Spatial Approaches. For example, Chatham Green is identified as a small settlement and is typically categorised as a less sustainable settlement based on its limited facilities. However, through the emergence of planned strategic infrastructure (Chelmsford North East Bypass) and potential associated strategic level growth of a critical mass to deliver community infrastructure, the sustainability of a smaller settlement should be viewed in a wider spatial context (Mr Alexander Micklem)
- Query the clarity of Table 8 and Approach C as to exactly which settlements are to be regarded as "Smaller Settlements". The six "Smaller Settlements" listed in Approach C are the "Service Settlements" in Table 8, but these are different villages to the "Smaller Settlements" in the Adopted Local Plan (Edward Gittins Associates).

#### Summary of Public Comments:

- Support expressed for the proposed Settlement Hierarchy
- Ford End should not be classed as a Service Settlement as the only 'service' available is a small village school. It is a small village and should be classified as a small village only
- Smaller villages need to be protected to ensure they remain distinct and are not built into a super urban area. Chelmsford has swallowed Writtle, Broomfield and Sandon and is now encroaching on the Walthams, Boreham, Great Leighs and Danbury. In 20 years, there will be no obvious boundary between Maldon, Chelmsford, Witham and Braintree
- Some of the "larger" villages are already at the maximum point of size (schools, doctors, traffic etc). Better to put development in Chelmsford where people can walk or cycle to all services
- Writtle may have a few services, but these are diminishing as businesses close and as services become overloaded. There is also little opportunity for expansion within the village boundaries themselves so should it be declassified or have a finer grain of settlement classification?
- Consider that Rettendon Common has been thought to have facilities which it does not have. If more houses are put here, there will be more traffic on the A1245, the Turnpike and East Hanningfield Road, which is already a problem with fast cars.

#### **Our evidence says**

The Parish Audit 2024 is a technical assessment of key services, facilities and bus provision available to residents in the settlements across the Council's area, excluding Chelmsford and South Woodham Ferrers. It concludes that the amount and types of services and facilities for each settlement remains very similar to the

**Our evidence says**

2018 Audit which informed the adopted Local Plan. The 2024 Parish Audit supports the Settlement Hierarchy in the preferred Spatial Strategy.

**The Preferred Options Local Plan**

In accordance with the Parish Audit 2024, no changes have been proposed to the Settlement Hierarchy. Likewise, all settlements fit within the definitions of the different categories of settlements provided in the Audit and it is not considered necessary to provide any additional tiers or amended categories as suggested by some respondents.

No additional growth is proposed in South Woodham Ferrers over and above that allocated in the adopted Local Plan.

Distributing growth based on the settlement hierarchy (amongst other considerations including site availability and constraints) is an appropriate approach.

Key statistics:

**Q62. How do you feel about the types of locations for potential housing development growth?**

	<b>Strongly support</b>	<b>Support</b>	<b>Neither oppose or support</b>	<b>Oppose</b>	<b>Strongly oppose</b>	<b>Comments</b>
<b>Growth in urban areas</b>	38	20	6	0	4	652
<b>Expanding allocated sites</b>	10	19	15	9	13	
<b>Growth along transport corridors</b>	20	24	18	6	4	
<b>Development at larger villages</b>	11	21	17	13	12	
<b>Development at smaller villages</b>	4	13	12	18	21	
<b>Large new settlement/garden community</b>	19	10	9	31	486	

This question focused on the type of location as set out in the above table, to which many respondents addressed their comments. However, the same section of the document (Part 6) set out the five potential Spatial Approaches. Each of these comprised a mix of the types of location, and therefore drew specific comments to those Approaches. The summary comments below are ordered by the Spatial

Approaches, the type of location, followed by other comments, for each of the consultee groups.

Summary of Specific and DTC consultees comments:

### **Approach A, and mixed approaches**

- Development at Danbury & Bicknacre and to the East of Chelmsford would have a higher degrading effect on the road users (both bus and car) of South Woodham Ferrers; place a significant weighted increase on the A12/A130 junctions and the 'back-roads' from South Woodham Ferrers to Chelmsford; and require multiple car transports for the average family (South Woodham Ferrers Town Council)
- A and B - development in the city centre and at the Chelmsford Garden Community is logical; expansion in East and West Chelmsford can be accommodated within existing infrastructure; limited expansion of Boreham, Broomfield, or Great Leighs could be accommodated, but Danbury and Bicknacre are at capacity. Concern is for South Woodham Ferrers infrastructure where rail services are running at optimum levels and the single carriageway A132 through Rettendon Turnpike is at hopelessly congested levels now (Rettendon Parish Council)
- A and C – any further allocation of housing to Danbury would not be sustainable; the Neighbourhood Plan is allocating sites for around 100 houses and has selected those with the least impact on the A414, rural/protected lanes, heritage and environmental assets, landscape and the Air Quality Management Area; other sites are significantly constrained; growth in the settlements that are served by Danbury would also impact on traffic, local services, and recreational pressure on the Sites of Special Scientific Interest (SSSIs) (Danbury Parish Council)
- A, C and E - would have a significant impact on the road network leading to Maldon and Burnham, not only the main roads but also the rural road network; particular concern over the level of development proposed in South Woodham Ferrers, Woodham Ferrers, Bicknacre and in and around Danbury and impact on inward and outward traffic flows for employment and education purposes (Maldon District Council)
- A to D – each propose additional houses at South Woodham Ferrers, with a detrimental effect on the only major route to and from the Dengie. The B1012/A132 is a key road corridor, including for Dengie residents who are highly dependent on it for commuting, commercial deliveries, and emergency services. Concerned about the impact on emergency response times for ambulance and fire services (North Fambridge Parish Council)
- A to D - although no housing growth is indicated for Chignal parish, development in the neighbouring parishes could impact Chignal's rural landscape and identity and have visual impact on the Pleshey and Writtle Farmland Plateau, increase rat running traffic on narrow rural lanes and add to the pressure on already stretched community services such as GP surgeries and primary schools (Chignal Parish Council)
- A to D - further expansion of West Chelmsford is not supported, and the current plans for 880 houses should not be exceeded; a larger allocation was rejected during previous consultation (Writtle Parish Council)

- A to E - any future expansion of Chelmsford Garden Community area must be undertaken with regard to the capacity of infrastructure and roads and the impact on local services including health provision and schools (Little Waltham Parish Council).

### **Approach B**

- Potentially provides the least carbon intensive approach but would need to be supported by a whole life carbon assessment (Anglian Water Services)
- Unclear as to why only option B seeks to fully optimise growth in the city centre by aiming to secure 2,500 new homes there, when all other options only seek to secure an additional 1,000 homes in this location. Optimisation of brownfield sites in town centre locations is supported (Castle Point Borough Council)
- Would best serve the residents of South Woodham Ferrers, apart from possible degradation of the peak time train through service to London due to extra track slots being required to carry more commuters from Chelmsford. It would attract less road use of all the options, more cycle use, and more car-pooling (within the central city area). In addition, the small development to the East of Chelmsford may assist South Woodham Ferrers in receiving a better bus service. 1,500 properties in total is sufficient for this site (South Woodham Ferrers Town Council)
- Favoured for its combination of growth in urban areas and expansion of allocated sites (Springfield Parish Council).

### **Approach C**

- Do not believe that developing numerous smaller sites will be beneficial to those communities. Effectively, there would be 7 communities that would have increased residential use, and this would place a high burden on all the roads between South Woodham Ferrers and Chelmsford (South Woodham Ferrers Town Council)
- Adding more housing to the 118 houses that have permission (adding 25% to the current housing number) would overwhelm the local infrastructure and destroy the character of the village. The school has no additional capacity, and the shop cannot expand (East Hanningfield Parish Council)
- Chelmsford Garden Community remains logical but reducing the number in the city centre misses a golden opportunity to fully develop brownfield options close to all facilities. East and West expansion remain a favourite given the proximity of facilities and networks there. Limited expansion of Boreham, Broomfield, or Great Leighs could accommodate development with current road networks, but Danbury and Bicknacre are at capacity already (Rettendon Parish Council)
- Development in the Smaller Settlements will cause difficulties due to lack of infrastructure even if spread equally to all 6 settlements. Concerns about Rettendon Place proposal due to poor access, extensive street parking causing access problems; lack of adequate infrastructure; cannot sustain a further doubling of homes. Better to carefully consider modest expansion of each village envelope to allow organic growth of developments of 5-10 units (Rettendon Parish Council)

- C and D - unlikely to be as sustainable as other approaches in terms of capital carbon and investments required in future infrastructure requirement (Anglian Water Services).

### **Approach D**

- Opposed to the potential development of Chatham Green, a small rural hamlet of considerable charm with a number of listed properties. Development would be detrimental to the historic character and appearance of the area and would overwhelm the hamlet, which should be preserved rather than developed (Little Waltham Parish Council)
- Would cause extreme problems for the A130 and connecting to it as well as turning the old A130 into a major road again, resulting in more congestion at Rettendon Turnpike and at the A130/A12 interchange. It's already poorly designed and will carry a lot more traffic when the Lower Thames Crossing, and the Chelmsford North East Bypass open. It creates largely isolated communities away from the current urban areas (South Woodham Ferrers Town Council)
- Concerns relating to infrastructure, development, retail and commercial (Galleywood Parish Council)
- Support, apart from the inclusion of West Chelmsford which does not fit with the locations on transport corridors in this Approach (Writtle Parish Council)
- Development at Chatham Green, Howe Green and Rettendon Common is not supported – all have already been extensively developed with very limited infrastructure and facilities. Rettendon Common has a poor road network without access/junction to the A130, so all traffic has to use the old road. There is no school, doctors nor shopping facilities in Rettendon Common; local transport is either infrequent or non-existent (Rettendon Parish Council)
- D and E - there are existing capacity challenges at the junctions along this route, we wish to understand how these issues have been considered and addressed as a part of the spatial approach (Castle Point Borough Council).

### **Approach E**

- Would require significant infrastructure but it offers significant opportunities for a sustainable, zero carbon community where integrated water management can be delivered from the outset e.g. community rainwater harvesting and water reuse. The lead-in times for new settlements are considerable and only a proportion of the growth required for the plan period could be accounted for if this strategy is selected (Anglian Water Services)
- It will become a car-centric development despite all the schemes promoted to alleviate it; attract all the available infrastructure investment for many years; prioritise solving the Dengie area traffic problem through Danbury rather than through South Woodham Ferrers; create a burden for the road systems east of Chelmsford without the benefits of city centre living; and cause the loss of a large area of green/agricultural land at a time when the UK should be considering how it can be more self-reliant on food production (South Woodham Ferrers Town Council)
- Oppose for multiple reasons:
- Transport infrastructure - including minor and major arterial roads and A12 congestion; the potential impact of the creation of a new rail station at

Boreham; completion of the development of additional housing and related development in Northeast Chelmsford; pressures arising from further development at Maldon and Heybridge; creation of an East-Chelmsford bypass; impact of the new Thames underpass to Kent; the A414 through Danbury traffic modelling has shown acute pressures arising at peak times from traffic travelling between Maldon and Chelmsford, and beyond; impact on protected lanes; impact on traffic in Boreham itself; potential traffic for power station construction

- Infrastructure - existing schools are at full capacity; the existing medical practice is struggling to meet community needs; Danbury has only small shops with limited parking; there are restricted Leisure facilities (Danbury community hall and sports field and Paper Mill Lock) which are at capacity
- Other Considerations - the A12, and the Chelmer and Blackwater Valley, together provide a natural and coherent eastern boundary to Chelmsford and should be used to limit to strategic development avoid urban sprawl; development would have a profoundly destructive effect on the countryside; farmland should be retained for food production; a new settlement is likely to be harmful and destructive of the integrity of that community (Little Baddow Parish Council)
- The reasons that Hammonds Farm was rejected following assessment for the adopted Local Plan are still valid; concerns about traffic flows, loss of a buffer between Sandon and the A12, increased pressure on services (Danbury Parish Council)
- The best fit with the Spatial Principles, and would be a well-planned sustainable development (Chignal Parish Council)
- A preferred area that can take around 12,000 homes and would be best placed in the next local plan from 2036, the favoured option is Option E and then after that Option B and then option D. The Parish Council are looking for minimal further development to be considered for the Leighs area of the plan, due to designated development already included (Great and Little Leighs Parish Council).

### **Other comments**

- Propose a combination of elements from Approaches B (Chelmsford City Centre and Urban Area at 2,500), D (Howe Green and Rettendon Common at 1,500) and E (North East Garden Community at 4,500) – to exceed the 8,000 shortfall (Writtle Parish Council)
- A full housing scenario test will be needed to assess the impact of and suitability of individual development sites, particularly in terms of available school capacity, need for new schools, expansion of existing schools, and any need for school transport (Essex County Council)
- Large-scale development will be expected to provide for the needs of post 16 education, and Special Educational Needs (Essex County Council)
- Increased density of development should maximise sustainable movement infrastructure, and more innovative ways to tackle behavioural change, rather than by simply monitoring travel patterns (Essex County Council)
- High density or taller buildings should be equipped to re-use rainwater to fulfil community's water demand (Essex County Council)

- Growth within the Key Service Settlements and Service Settlements should be at a level that helps to secure the delivery of viable and sustainable infrastructure. Where there are groups of smaller settlements, development in one village may support services in a village nearby (Essex County Council)
- A whole life carbon assessment could help inform the optimal spatial distribution of growth for Chelmsford, including whether a combination of approaches would be more suitable to achieve positive benefits towards a net zero carbon society (Anglian Water Services)
- If the level of additional growth proposed to 2041 in the new plan and existing planned growth in the adopted Local Plan leads to a higher population this would have implications for the medium and long-term strategy. Dependent on the spatial approach taken, there could be implications for growth at South Woodham Ferrers and Great Leighs Water Recycling Catchments (Anglian Water Services)
- Capacity for growth whilst maintaining an area's historic environment should be a key consideration, so that the quality and character of neighbourhoods, towns and villages is conserved. The density, scale, character and detailed design of new housing be appropriate for its context. The historic environment is a critical factor in this analysis in terms of considering the ability of sites and locations to accommodate new housing without undue harm to heritage assets and their settings – both for new sites and expanding existing allocations (Historic England)
- The Chelmsford North East bypass is only planned to be a single carriageway road and therefore there is doubt over whether it would be able to cope with increased traffic capacity (Little Waltham Parish Council)
- Consideration should be given to the capacity of roads and the modelling of junctions and roundabouts to mitigate the impact upon neighbouring areas (Great Notley Parish Council)
- Consideration should be given to the impact upon school and health facilities locally so that existing schools and GP surgeries are not overwhelmed (Great Notley Parish Council)
- Strong support for locating development outside of Green Belt locations. Proposals for development to the south of the city in locations including South Woodham Ferrers and Rettendon Common could impact on the need for infrastructure within Basildon Borough - joint working between the Local Planning Authorities is envisaged (Basildon Borough Council)
- Growth should be of a scale which is capable of delivering the necessary service and infrastructure. Pepper potting of development should be avoided as this would not provide the necessary quantum of growth to do that (Braintree District Council)
- The tables listed under each Approach for North East Chelmsford Garden Community indicates the number of indicative new homes, as well as the 3,000 within the adopted Local Plan. This adopted plan number is not shown for the allocated sites at South Woodham Ferrers or West Chelmsford and East Chelmsford – this would have been useful for consistency (Maldon District Council)
- Would welcome further clarification of the long term expansion and timetable proposed for North East Chelmsford Garden Community at Para 6.41 (Springfield Parish Council)

- We expect to work together to ensure that the growth options for both authorities integrate appropriately (Maldon District Council)
- Colchester City Council welcome continued discussion on strategic matters such as housing need, transport, infrastructure and Gypsy and Traveller accommodation through existing joint working arrangements and wish to continue to be engaged in discussion on strategic matters as part of the Local Plan process (Colchester City Council)
- Encourage CCC to promote a strategy that makes best use of previously developed land and areas with the best access to infrastructure, including both built facilities and the strategic road and sustainable transport networks. Important to ensure compatibility with Brentwood's own emerging Local Plan, and understand likely cross-boundary impacts (Brentwood Borough Council)
- Would like to see an assessment of the impact of the five different scenarios on carbon reduction energy/water usage. The route to net zero will largely be affected by traffic movements at the strategic scale but an assessment of the policy content and high-level infrastructure requirements arising from the spatial options at the more detailed development level would be instrumental (Uttlesford District Council)
- The strongly preferred option of development is along the A12 rather than anywhere in South Woodham Ferrers (Stow Maries Parish Council)
- Concerned about the impact on Boreham and other local villages. Boreham should remain a village separated from Chelmsford by green space, and its character protected. Recent development has resulted on the Primary School and GP Surgery reaching capacity. Village roads are very congested with local and passing traffic. Boreham and the surrounding road network cannot support any additional significant housing development (Boreham Parish Council)
- Broadly support growth in urban areas on the basis that they provide easy access to a range of facilities, from stations to small shops (Broomfield Parish Council)
- Concerned that the Local Plan does not afford the Chelmer River and Valley the same protections and status as other local rivers even though the length of the Chelmer Blackwater Navigation is a conservation area (Boreham Parish Council)
- The more logical option to make provision for local needs in such settlements as Rettendon Common and others in this category will be to carefully consider modest expansion of each village envelope to allow organic growth of developments of 5-10 units - rather than the imposition of a huge 1,500 or even 500 homes. Also, Rettendon Place and Rettendon Common has already and is continuing to benefit from the St Lukes development in Runwell for affordable housing (Rettendon Parish Council)
- There may be some merit in adding small numbers of houses to some existing larger villages to support community facilities and services such as village schools, but this needs the support of those communities (Chignal Parish Council)
- Support the focus on growth in urban areas and the expansion of allocated sites, but have a preference for avoiding developments in villages. Support the process of identifying different Spatial Approaches, but not all of the proposed Approaches (Great Waltham Parish Council)

- It is of concern that four of the suggested approaches include expansion of existing allocated sites. It is hoped this is not indicative of a 'business as usual' approach given the urgent need to re-balance transport in a more sustainable direction (Broomfield Parish Council)
- Encourage a strategy that makes the best use of previously developed land and areas with the best access to built facilities and the strategic road and sustainable transport networks. Acknowledge the advantages of planning at scale, and broadly support expanding Chelmsford Garden Community. Support further engagement as the review progress to ensure broad compatibility with Rochford District Council's emerging Local Plan strategy, in particular impacts on shared infrastructure such as transport corridors (Rochford District Council).

Summary of General Consultees Comments:

### **Approaches A to D**

- A to C - great care should be taken to ensure that any physical or visual intrusion into the Chelmer valley is avoided (Chelmer Valley Landscape Group)
- D - this seems to be the best option, as it appears that development would avoid the valley (Chelmer Valley Landscape Group).

### **Approach E**

- Would have a severe adverse impact on the Chelmer Valley, introducing urban development would be a major physical and visual intrusion; it would greatly increase traffic in the valley and increase visitor pressure at hotspots; the Chelmer Valley is one of Chelmsford's key environmental and cultural assets (Chelmer Valley Landscape Group)
- The A414 is already at full capacity, particularly at Danbury, and with increased traffic from developments south of Maldon and the proposed route for construction traffic from the proposed nuclear power station at Bradwell, the situation will become quite untenable (Little Baddow Society)
- The Chelmer Valley is unique both for its natural landscape beauty and its profusion of wildlife (Little Baddow Society)
- The popularity of the Chelmer Blackwater Navigation for swimming, water sports and informal recreation displays a social need for the benefits of the natural environment (Little Baddow Society)
- The worst of the approaches, which would have a significant effect on Boreham sandwiching it between major development of Beaulieu Park, Chelmsford Garden Community and Hammonds Farm Development and would ruin Boreham Village and its setting above the Chelmer Valley Conservation Area (Boreham Conservation Society)
- The Bradwell B project has identified land near J18 of the A12 as a potential park and ride facility (one of 6 search areas) which would reduce traffic impact on Danbury. Although detailed preparation has paused, we request to be kept up to date on any development proposals (Bradwell Power Generation Company Ltd).

### **Growth in urban areas**

- Strongly support, as they benefit from a good range of existing facilities, including sustainable transport hubs. There is also an opportunity to re-allocate land use and ensure that urban areas remain attractive and vibrant (North West Parishes Group).

### **Expanding allocated sites**

- Strongly oppose as larger allocated sites (West Chelmsford and north of Broomfield) were rejected for good reasons. They are further away from the city centre, leading to longer, less sustainable journeys, and overall, they are not supported by sustainable transport infrastructure (North West Parishes Group)
- Broadly oppose. The capacity of allocated sites was determined through a rigorous process, including independent examination, so they should only be expanded where fresh study demonstrates there are clear benefits for service provision and that constraints (such as roads) allow. We oppose the further expansion of the West Chelmsford and 'north of Broomfield' allocated sites (Broomfield Parish Council).

### **Growth along transport corridors**

- Strongly support to limit carbon and realise the new Vision (North West Parishes Group)
- Strongly support, especially where these include sustainable transport such as rail (Broomfield Parish Council).

### **Development at larger and smaller villages**

- Support an approach where each village is audited, in collaboration with the local community, to identify feasible growth opportunities; and oppose an approach that villages of whatever size should automatically expand. Opposed to the notion that Key Service Settlements should automatically expand, which has had limited success in the adopted Local Plan (North West Parishes Group)
- The size of the village is irrelevant, but whether it would be sustainable. Strongly oppose the idea that larger villages should be expanded simply because they are larger (Broomfield Parish Council).

### **Large new settlement/garden community**

- Strongly support if it is located close to existing/planned transport corridors (North West Parishes Group, Broomfield Parish Council)
- It is important for this one to start before 2041, even if the majority of housing is achieved in the following review period (North West Parishes Group)
- Strongly support the concept of Hammonds Farm, due to the advantages of a garden community, location close to the new Beaulieu rail station and the A12 and A130 (Broomfield Parish Council).

### **Other comments**

- The selected approach should aim to minimise physical or visual intrusion into the valley landscape; minimise additional traffic into and through the valley;

preserve the character of views from north, south and along the valley (Chelmer Valley Landscape Group)

- Boreham needs recognition of its special character and value and new developments should be sustainable and where possible be on brownfield sites or low grade farmland; if numbers were limited to that which can be accommodated within the Village envelope, then this may be workable (Boreham Conservation Society)
- Green Belt land to the south and south-west of Chelmsford should be considered (Newlands Spring Residents Association).

Summary of Developer/Landowner/Agent Comments:

### **Approach A and mixed approaches**

- A to C – strongly supported. Extending the West Chelmsford allocation can evolve long term and deliver the same benefits that north-east Chelmsford is delivering (Taylor Wimpey)
- A to C – strongly supported as sustainable options to utilise, support and expand infrastructure; aligns with Strategic Priorities (Redrow Homes and Speakman Family); and to reinforce Chelmsford's role as the main centre; to provide significant benefits through access to services; would reinforce the role of the Green Wedge; would realise best in class transport network (Dandara)
- A to C – strongly support, it has been identified that delivery of over 6,000 homes will be possible at Chelmsford Garden Community within the adopted allocated land, allowing CCC to maximise the delivery of homes on allocated land and reduce the need for further development on greenfield land elsewhere (Chelmsford Garden Community Consortium, Countryside Partnerships)
- A and C preferred as they would balance growth in terms of locations and scale (Wates Developments Ltd)
- A and C – strong support for their ability to relieve pressure on urban areas. Evidence should be provided for two different figures shown (Stonebond (Chelmsford) Ltd, Bloor Homes (Eastern))
- A and C – broadly supported, to deliver a balanced Spatial Strategy with an appropriate scale of allocations in sustainable settlements (Graham Dines)
- A and C – Great leighs could accommodate the higher figure of 1,500 homes due to sustainability improvements from allocated sites coming forwards (Bellway Homes Ltd)
- A and C – could also explore sites in the Green Wedge as part of a robust review (Miscoe Enterprises Ltd, Cliffords Group and Mr Mark Peters)
- A, C, D and E – these should be consistent with Approach B i.e. 2,500 dwellings in all scenarios (Essex Police, Fire and Crime Commissioner)
- Approaches A and B would each build on and strengthen the existing adopted Spatial Strategy, whilst Approaches C, D and E would, to differing degrees, weaken elements of that existing strategy (Ptarmigan Chelmsford A Limited)
- Welcome a flexible approach recognising that there are several ways to accommodate growth, and therefore support seeking to distribute growth to several different potential locations (A.G. & P.W.H Speakman).

### **Approach B**

- Cannot support as it does not reflect the opportunity for the Local Plan to deliver sustainable development at the edge of urban area locations. Development requirements and the limited number of available brownfield sites will mean that greenfield land adjacent to the urban areas will be required to accommodate growth (Martin Grant Homes)
- Support for the focus on previously developed land within the urban area of Chelmsford, and the benefits of development in sustainable locations (Essex Police, Fire and Crime Commissioner)
- The best approach, but the figure quoted could be exceeded over a 19 year plan period; it provides the greatest annual growth in the city centre; and could support retail, cultural and leisure growth and public realm improvements (Dominvs)
- Unrealistic, and may lead to high density and apartments, which may not meet identified needs (Richborough Estates)
- Makes the most of the good levels of sustainable accessibility in these locations and therefore ranks a clear first in the comparison of Spatial Approaches. The principal of development to the south-east of Chelmsford is therefore supported (Greystoke CB)
- Is solely reliant on Chelmsford and existing allocations being expanded and places a heavy reliance on Chelmsford Garden Community coming forward at a high rate of delivery. This does not lend itself to a balanced mix of sites, or a choice of locations for future residents in terms of scale or location (Wates Development Ltd).

### **Approach C**

- The most sustainable because it distributes housing across the area giving geographical diversity and a choice of housing types, with more certainty of early delivery (Inland Homes)
- The most suitable, although it neglects the Green Belt. Unlike the other approaches it does not result in heavy reliance on large sites; has shorter lead-in times; facilitates growth in smaller settlements and supports services (The Howgego Trust)
- Supported as it will support objectives for urban growth and renewal as well as ensuring the continued vitality of rural communities and settlements (Chris Buckenham)

### **Approach D**

- Do not support the notion of strategic scale growth being directed away from the city at the expense of more sustainable options; it would enhance the viability and vitality of well-connected existing villages, but this should be part of a balanced spatial strategy (Dandara)
- Should include growth along the A12 within the transport corridors (Bolton, S&D), including for employment allocations (Gray & Sons)
- Broomfield should be allocated a greater number than other Key Service Settlements which are less sustainable (Persimmon Homes)
- Support, but CCC has underpromoted the true potential and scope for sustainable strategic growth of new housing, jobs and infrastructure close to existing and planned strategic infrastructure and the broader strategic road

network. Inclusion of Chatham Green supported due to its ability to accommodate a significant scale of growth, and deliver social and physical infrastructure for new and existing communities (Alexander Micklem)

- Strongly support, because the additional allocation for Chelmsford Garden Community would allow for a shift in urban design over time, which could allow for more dense forms of development (Chelmsford Garden Community Consortium, Countryside Partnerships)
- Support; the potential capacities for East and West Chelmsford have been reduced but there is more scope here to provide a greater number of homes in already established locations that would not compromise designated landscapes or ecological areas (Redrow Homes and Speakman Family)
- Question why Great Leighs is not included in this approach (Tritton Farming Partnership)
- This approach, and specifically allocating growth to Chatham Green, will allow the opportunity to benefit from planned infrastructure improvements already approved. This ensures that growth can be delivered at an early stage in the plan period. This should complement other aspects of the spatial option, including larger scale urban extensions and smaller, brownfield developments, which are recognised as sometimes taking longer to develop (Strutt and Parker (Farms) Limited)
- No evidence to suggest that the required level of infrastructure, services and amenities proposed as part of the existing North East Chelmsford Garden Community allocation would be able to accommodate such a large increase in the number of houses; it also fails to meet the housing needs of larger villages (Richborough Estates)
- The Chelmsford North East Bypass should also be included as a transport corridor (Cliffords Group Ltd)
- Provides access to London and other areas of Essex, but it should instead focus on local employment opportunities (The Bucknell Family, Pigeon (Sandon) Ltd)
- Has the potential to provide a more balanced approach to growth across the Chelmsford area than options B or E but is still significantly less balanced and flexible than options A or C since growth outside of urban areas or allocated sites would be restricted to growth along transport corridors. Such an approach would be at strong risk from any delays to the delivery of planned new strategic transport infrastructure (Wates Developments Limited).

### **Approach E**

- Would cause significant harmful environmental impact compared with some modest changes to the Green Belt on the edge of Chelmsford in sustainable locations (Rosehart Properties)
- Cannot be supported as it does not reflect a balanced Spatial Approach. Housing growth is needed on a variety of scales and in different locations to support the vitality of local services and provide housing choice for residents (Martin Grant Homes)
- Such major allocations can be subject to delays and viability issues, which could place the future housing land supply of the Council at risk and fail to meet housing needs (Martin Grant Homes, Richborough Estates)

- The least sustainable and the least aligned to the Vision and Strategic Priorities; less likely to encourage sustainable transport; and would create unnecessary over-reliance on one approach (Dandara)
- Scores poorly in the SHELAA assessment, and so is not suitable (Persimmon Homes)
- Not supported as the potential further allocation of only 3,000 homes at Chelmsford Garden Community would not optimise the housing delivery on site (Countryside Partnerships).

### **Growth in urban areas**

- Important to ensure that sites allocated on brownfield land are viable and deliverable; the supply of suitable brownfield land is limited and certainty of delivery is needed; density should be appropriate to location; parking standards be realistic; policy requirements should not make sites unviable (Gleeson Land)
- Strongly support as the main focus for major residential development should be in and around the city (Vistry Group)
- Supported, although brownfield sites are likely to deliver smaller accommodation units rather than family houses (Bellway Strategic)
- An opportunity for modest growth which would reduce reliance on private vehicles and be supported by infrastructure, to enable the delivery of growth over short timescales and on low risk, viable sites (Sempra Homes Ltd, Mr A Smith).

### **Expanding allocated sites**

- Needs to ensure there are sufficient services and facilities to support additional homes, or has a sensible size already been reached (Gleeson Land)
- Strongly oppose because of placing reliance on a small number of large allocations, with long lead in times and delivery challenges e.g. North East Chelmsford where mineral extraction, land restoration and development would need to take place before any further allocation can be delivered (Croudace Homes)
- Oppose because there is a lack of evidence to demonstrate it would be suitable and deliverable within the plan period without adversely affecting the communities already planned (Vistry Group)
- Does not necessarily mean additional land take, as there may be opportunities (such as at South Woodham Ferrers) to optimise dwelling delivery within existing allocation boundaries; Countryside have successfully achieved this at other strategic allocations without any adverse impact on design quality or the original design vision for the new communities, minimising the loss of greenfield sites, and maximising the benefits of investment in infrastructure (Countryside Partnerships)
- Supported to help ensure that important infrastructure is delivered, and to provide new homes in sustainable locations and reduce pressure for growth to other larger and smaller villages which may be disproportionate to their existing scale and facilities (Marden Homes Ltd).

### **Growth along transport corridors**

- Support, although Rettendon Place should be identified rather than Rettendon Common (Croudace Homes).

### **Development at larger villages**

- Greenfield sites on the edge of settlements can deliver sustainable development with an attractive environment; provide a range of new homes people want to live in, with easy access to local services and facilities, as well as open space for recreation and mental wellbeing (Gleeson Land)
- Strongly support as they are capable of accommodating additional residential development commensurate with their role and status in the settlement hierarchy (Vistry Group, Bellway Strategic, Medical Services Danbury, A.G & P.W.H Speakman)
- An opportunity for modest growth which would ensure continued support of existing services and facilities whilst not incurring wholesale infrastructure requirements, to enable the delivery of growth over short timescales and on low risk, viable sites (Marden Homes Ltd).

### **Development at smaller villages**

- May be appropriate if they are of a scale commensurate with the existing size of the village to ensure new development can be properly integrated (Gleeson Land, Richborough Estates)
- Strongly support to reinforce and enhance the vitality and sustainability of smaller villages (Chris Buckenham, Croudace Homes, Cliffords Group Ltd, C J H Framing Ltd) and reduce the need to travel to other centres (Croudace Homes)
- A very modest amount of additional housing provision might be appropriate in order to meet local needs, but not a substantive level (Vistry Group, Bellway Strategic)
- Should not be limited to settlements with defined settlement boundaries, but also smaller settlements and hamlets to complement other approaches (Mr & Mrs Richard and Sally Speakman).

### **Large new settlement/garden community**

- Strongly support due to the benefits of housing and employment delivery in comparison to alternative approaches. Potential to deliver 4,000 homes in plan period and 1,500 later, with an opportunity for significant investment in infrastructure including sustainable low carbon transport (Grosvenor Property UK and Hammonds Estates LLP)
- Welcome the consideration of a large new settlement at Hammonds Farm and that the preferred approach is likely to be a combination of the most sustainable and deliverable elements of each of the five Spatial Approaches. Hammonds Farm has the potential for delivery under a number of scenarios, and is complementary with the Chelmsford Garden Community, with the ability for the two settlements to utilise shared infrastructure (Grosvenor Property UK and Hammonds Estates LLP)

- Needs to be carefully considered; new Garden Communities are often very complex and prone to delays; a high degree of certainty for delivery would be needed (Gleeson Land)
- Strongly oppose because it is the worst performing approach according to ECC's Sustainable Accessibility Mapping & Appraisal: Technical Note (July 2022) and would not enhance the sustainability of any of the existing settlements in the local authority area (Croudace Homes)
- Strongly oppose due to not being able to deliver in the plan period, risks having only one strategy, and result in homes being delivered away from where they are needed most (Vistry Group, Bellway Strategic)
- As half of the indicative number of new homes would need to be provided on one site it places a heavy reliance on it coming forward at a high rate of delivery. This does not lend itself to a balanced mix of sites, or a choice of locations for future residents in terms of scale or location (Wates Developments Limited).

### **Other comments**

- Agrees that exceptional circumstances do not exist at this stage for the review of Green Belt boundaries (Richborough Estates)
- The Council is wrong to dismiss the Green Belt and preclude it from the Spatial Approaches; Green Belt sites can deliver much needed housing in sustainable locations (Charterhouse Property Group & Charterhouse Strategic Land, The Howgego Trust)
- By prematurely ruling out Green Belt release, the Council are missing out on key opportunities to deliver sustainable development on the edge of Chelmsford urban area. The Local Plan Review process should provide evidence as to why suitable sites, as assessed and highlighted by the SHELAA, are not capable of release from the Green Belt (Martin Grant Homes)
- The absence of an alternative strategy to review the Green Belt – in association with a hybrid of the other spatial options being proposed - is not justified because there is no up to date evidence which demonstrates that “exceptional circumstances” requiring a review of the green boundaries will not exist during the plan extended period (Taylor Wimpey Strategic Land)
- The Council should provide evidence to support their rationale for how it has distributed growth between the Approaches (Martin Grant Homes)
- A robust spatial strategy would direct growth to all of these different types of locations to ensure that a range of development needs are met, and a robust and delivery housing trajectory is put in place for the Plan period (Strutt and Parker Farms Ltd)
- No objection to any of the five Approaches. Agree that a balanced and robust spatial delivery should steer varying proportions of growth to these locations to ensure the spatial strategy fully captures and delivers the development needs of specific groups throughout the plan period (Chris Buckenham)
- Strongly support additional development in the Key Service Settlements including Broomfield, which is a highly sustainable location given its major employment, health and education facilities and services, and sustainable links to Chelmsford (Obsidian Strategic Asset Management Ltd)

- Some appropriate provision for growth should be made in villages. Welcome the references to the NPPF instruction that a minimum of 10% of the housing requirement should be found via sites no larger than one hectare as this should assist in ensuring additional new housing provision in villages. The text in paragraph 6.30 should refer to "a minimum of 10% (Edward Gittins Associates)
- Should recognise the A12 as a potential location for further sustainable growth in Chelmsford, particularly in connection with A12 widening (Bolton, S&D)
- Housing delivery should be focused in areas with good existing or emerging transport connections and access infrastructure which will help support the delivery of sustainable development - in particular we encourage exploring growth along existing transport corridors and existing urban areas (L&Q)
- South Woodham Ferrers, in the top tier of the settlement hierarchy, benefits from a significant range of services and facilities. So, it should be accommodating a significant proportion of additional development. New settlements can provide housing for periods beyond the Local Plan, but if the Council were to focus on a new settlement, the growth of existing settlements would be stagnant. These major allocations should be supplemented with a combination of large, medium and smaller allocations in a balanced spatial strategy (Dandara Eastern)
- Strongly support the potential further allocation of land at the Chelmsford Garden Community as part of the review, where the additional housing capacity will bring increased certainty regarding the delivery and future funding of ongoing infrastructure requirements. However, the current allocations should be carried forward without change (Ptarmigan Chelmsford A Limited)
- Any new settlement, such as at Hammonds Farm, will take many years to reach any sort of critical mass whereby meaningful infrastructure contributions can be made, and potentially will be well beyond the Plan period (Ptarmigan Chelmsford A Limited)
- The Local Plan Review will be expected to address city-wide health infrastructure capacity in line with CCC's identified development needs of circa 8,000 new homes in the next plan period, regardless of the spatial approach selected (Grosvenor Property UK and Hammonds Estates LLP)
- Additional planning flexibility in the Writtle University Campus area will provide the ability for WUC to respond to the changing needs and opportunities in the locality. We propose taking WUC SPA out of the Green Belt, or to identify WUC as a major developed site where Green Belt policy does not apply (Writtle University College)
- An additional location for smaller rural communities that have access to public transport to nearby settlements and services can accommodate modest levels of housing should be considered as a spatial option (H R Philpot & Sons)
- Should carefully consider whether an additional 2,500 dwellings is capable of being delivered within the proposed Plan period within Chelmsford Garden Community; it should also be required to provide key infrastructure in the early phases to prevent unsustainable trips to services and facilities (Vistry Group)
- Disagree that all the Spatial Approaches will have broadly similar effects as we do not believe those that would result in the need for a greater level of

travel are as sustainable as options that involve a concentration of development as close by to the city as possible (Vistry Group)

- Housing numbers for site allocations are termed as 'around' a housing number to allow for an appropriate degree of flexibility in provision. The proposed clarification of this in the updated Plan is supported as it provides the ability for site allocations to best meet the needs of the community as well as CCC's housing supply (Redrow Homes & Speakman Family)
- It is difficult to see how the proposed Spatial Approaches can be fully assessed against the economic IIA objectives when employment need, distribution and site allocations are still to be determined within the draft spatial strategy. Employment needs and economic growth should be considered as early as possible in the plan-making process to ensure it is aligned with the assessment of how other types of growth will be delivered as part of a well-balanced spatial strategy (Pigeon (Sandon) Ltd)
- Ahead of the publication of the updated employment needs study CCC should have close regard to the PPG in determining the specific locational requirements of specialist or new sectors including the logistics industry markets likely to require significant amounts of land, good access to strategic transport networks, sufficient power capacity and access to appropriately skilled local labour (Pigeon (Sandon) Ltd).

Summary of Public Comments:

#### **Approach A, B and mixed approaches**

- A - Support with enhancements to services, to reduce sprawl with less condensed, greener, detached housing
- A and B - a combination of these would appear to be the most logical development areas and would be more cost effective than a proposal for developing a completely new settlement
- A and B - should be a higher strategic allocation with supporting policy to allow Danbury and other Key Service villages to take a greater portion of the housing and employment growth than envisaged in these approaches
- A and C – the separation and green gap between Boreham and Chelmsford is essential to keep Boreham a rural village; Boreham doctors and school are already at capacity
- A and C - rather than building houses on arable land more bias should be applied to development of brownfield sites within towns. We should preserve as much arable land as possible
- A and C - Boreham will suffer many adverse effects from the A12 widening, including from traffic from Hatfield Peverel. CCC expressed significant concerns about these impacts upon Boreham which seems at odds with proposals for extra houses and therefore traffic for Boreham; Waltham Road/Main Road junction is predicted to be above capacity with no improvement proposed; Plantation Road/Church Road/Hammonds Road is regularly used as a by-pass for the A12 which is congested on a daily basis
- A to D – object due to the impact on protected lanes, traffic problems, and the impact that building in Maldon has already had on services
- B - appears to be the better of the alternatives

- B - maximising development in the town centre is good but tends to limit housing provided to singles, couples or very small families. It still should continue on a compatible low rise level
- C to E - expansion of Danbury and other key service villages should be included. These villages have the capacity to accept more development due to the fringes of these settlements not being of high landscape value; development will support existing services and facilities of the villages and provide further community assets.

#### **Approach D**

- Support, especially at intersections like the new Chatham Green roundabout as it will provide better transport links for the area and create an obvious place for development
- Strongly support, as there is already infrastructure in place and an opportunity to improve services for existing residents
- Can augment existing settlements with good access to road and other infrastructure, and without the destructive effect on the countryside that would be caused by Approach E
- May just produce a modern form of ribbon development.

#### **Approach E**

- Petition of 2202 signatures stating a strong objection to Approach E; and proposing integration of Approach B and Approach D. Concerns include a lack of transport infrastructure, areas of flood plain, impact on GP and hospital facilities, a previous proposal was not supported by the 'Plan Evidence Base' including the 'Landscape Sensitivity and Capacity Assessment Preferred Option'
- The best proposal with the least disruption to residents, providing a new town (effectively) at Hammonds Farm. Little or no new infrastructure would be required except for the Hammonds Farm area
- Support due to better infrastructure in these locations
- Support, if development is done sensitively within the surroundings of the river and woodland this could be a beautiful location for wildlife and residents
- Support for new sustainable developments for people without changing the fabric of the local villages or asking the services in local villages to cope with more demands
- Limiting to around 1,800 dwellings, rather than the 4,000 proposed, will still be viable and provide all the independent services to support this population. E.g. Great Notley Garden Village of 1,800 dwellings provided shops, services, a country park, formal and informal play space, a dual carriageway and strategic landscaping
- Strong objection as a proposal to develop Hammonds Farm was rejected by CCC in 2017 because it was not supported by the 'Landscape Sensitivity and Capacity Assessment' – the landscape has not changed in the last 5 years
- The most significant negative environmental impact compared to all the other options. This option should be discarded on legal, environmental and commercial grounds

- Concern about availability of schools/nurseries, doctors and dentists, impact of additional residents' needs on Broomfield Hospital, services for people with special needs, policing, access to shops
- Concern about the impact on the A414. A12 especially junction 18 & 19, A130, congestion on minor roads in the area and rat-running, combined with additional traffic from developments in Maldon & Heybridge, unsustainable peak traffic pressure, traffic in Boreham, river bridge towards Boreham
- There is the yet unknown impact on Chelmsford roads and traffic from wider proposals such as new Thames crossing, potential power station at Bradwell
- There are no proposals to widen this section of the A12; and closing the Hatfield Peverel A12 junctions will cause more traffic in Boreham
- Would increase use of Chelmsford railway station; access to new railway station would be via the already congested A12
- The location is unsuitable for cycling routes to Danbury or Chelmsford and the alternative of buses would need massive long-term support if it is to become a trusted alternative; current cycle routes are on very busy roads and are unsuitable as a real alternative to car use (to Danbury and Chelmsford)
- Would put pressure in the Park and Ride service
- The intrusion on nature is much more than 4,000 houses; there is the need to build all the infrastructure for site from scratch, the desire to create the space for 4,000+ jobs, the need to enhance all the communication links to the site
- Concern that 4,000 houses will become 8,000 or even 12,000
- Concern about making Little Baddow and Danbury into suburbs of Chelmsford
- Concern about sewage treatment capacity
- Should not consider building on the flood plain or water meadow, particularly with the current climate issues; flood risk is already a problem with roads often flooding and having to be closed, this would make things worse; development should be on areas of lower flood risk first
- Currently the area offers access to the river, lakes, walking and cycling, and beauty spots which serve the broader community; it was a sanctuary during lockdown; it's a natural environment for the city's inhabitants; it provides an important resource for mental health and well-being; the Chelmer Valley deserves the same recognition as the Stour Valley
- Concern about the impact on the village character of Little Baddow and Danbury; there will be housing estates from Chelmsford to Heybridge with not a field in sight in a few years; the villages and their character will be gone
- The A12 forms a natural boundary which should contain development and prevent sprawl
- The views of Danbury Ridge would be adversely affected, as would views out from the War Memorial
- Heritage impact on the Chelmer Valley; impact on Great Graces and Graces Walk, Boreham Hall, St Clere's Hall, Danbury Palace
- Wildlife impacts including wildlife sites and ancient woodland, largely untouched in the past; wildlife will not survive; numerous wildlife species are recorded here including rare breeds; ECC gave an environmental award for wildlife survey work of this area, so it seems illogical to consider development
- Trying to restore this damage through biodiversity offset does not match the loss of precious habitat, and ignores the timing difference between immediate

increase in carbon release through the development work and the many years absorption of carbon through the offset planting

- Loss of productive prime agricultural farmland which is highly productive
- Appears to be at odds with many of the Spatial Principles (particularly a, e, f, g, h, i)
- Garden communities are really new dormitories and are the worst for sustainability
- A number of Garden Community planning applications have been rejected recently as unsustainable
- There is a big difference between North-East Chelmsford which is not of spectacular beauty and Approach E which is on land which has beauty and attracts people from all over the county for views, walks, peace and tranquillity
- The assumption that garden communities will generate sufficient new jobs is misguided, jobs and services should precede residential development. Businesses may relocate but they will take their staff with them; new residents will already have jobs elsewhere
- The Garden Community approach is good as it may allow existing communities to keep some necessary local green space.

#### **Other comments**

- Support growth in urban areas, particularly South Woodham Ferrers. There is better access to main road networks, and would create greater spending power for new businesses and leisure facilities
- The major employers (Stansted, Broomfield Hospital, University) and new station and bypass are on the north side of the A12, so houses should be built north of Boreham to reduce traffic crossing and rat-running
- The Consultation does not seem to consider the impact on neighbouring areas or consider the impact of planning decisions in neighbouring districts. All the developments in Maldon have created a demand for services that Maldon cannot meet, e.g. medical facilities designed for Danbury and Little Baddow are now swamped with those who live in Maldon; increased traffic from Maldon on the A414 and the lanes
- It looks like most of the new development is in the East of the borough; I believe that developments could also be sustained in the West and possibly also Galleywood
- There is a need for small units for downsizing, and also to enable young local people to get a foothold in a village where they have grown up. Large imposing mansions/houses should be prohibited in both large and small villages
- Support brownfield development; empty offices and retail units should be converted to new housing with priority for those near public open space, transport and cycle routes; empty commercial units further away could be refurbished for business use; and proper facilities for young people are needed
- Further allocation of housing to Danbury would not be sustainable; the Neighbourhood Plan is allocating sites for around 100 houses and has selected those with the least impact on the A414, rural/protected lanes, heritage and environmental assets, landscape; growth in Danbury and Little

Baddow would also impact on traffic, local services, and recreational pressure on the SSSIs

- Concern about proposals at South Woodham Ferrers, due to traffic and pressure on services. Potential development in the Maldon district at Stow Maries and potential Bradwell power station will add to the pressure.
- Seems to be no clear reason why growth is desirable or necessary
- The maps give no detail on which fields and footpaths are threatened by development
- The Plan should concentrate on improving the city by promoting an environmentally friendly city
- Should refurbish empty homes for occupation, rather than build new ones
- New housing should be close as possible to the new railway station, the A12 and the centre of Chelmsford. People are more likely to walk and cycle if journey distances are shorter.

<b>Our evidence says</b>
The Strategic Housing Needs Assessment (SHNA) 2023 supports the housing requirement of 1,000 new homes per annum for the preferred Spatial Strategy.
Housing monitoring has shown that applying a supply buffer of around 20% will help provide flexibility in the supply of housing sites and ensure the housing requirement is met. This follows the approach used in the adopted Local Plan and the Core Strategy before that.
The Employment Land Review 2023 considers current economic trends and future requirements for new employment floorspace up to 2041. The Spatial Strategy proposes new employment sites totalling around 110,000sqm in addition to existing allocated employment sites in the adopted Local Plan.
The Retail Capacity Study Update 2023 finds that there is no need to allocate new sites for retailing and that there are no significant gaps in the provision of larger commercial leisure facilities in the area. In line with the study, no proposed new retail allocations are proposed in the Preferred Options Local Plan.
The Parish Audit 2024 is a technical assessment of key services, facilities, and bus provision available to residents within villages and parishes across the Council's area. It supports the Settlement Hierarchy in the preferred Spatial Strategy.
The Local Plan Viability Report 2023 provides a high-level viability of different typologies of development sites that could come forward through Local Plan allocations. The assessment supports the site allocations in the preferred Spatial Strategy.
The Strategic Housing and Economic Land Availability Assessment (SHELAA) 2023 assesses land promoted for new housing and employment development. This is supplemented by the Urban Capacity Study 2024. The sites identified in the preferred Spatial Strategy are promoted for development and supported by the SHELAA 2023 and Urban Capacity Study 2024.
Drawing on the wider plan evidence base, national planning policy and guidance and the Issues and Options consultation responses to the five Spatial Approaches, three Spatial Strategies were developed for detailed technical testing in 2023. The Transport Impact Appraisal of Spatial Approaches 2023 assesses the relative

## **Our evidence says**

impact of additional development traffic on the future capacity of links and junction on the road network of the three Strategies. The Landscape Sensitivity and Capacity Study 2024, considers the landscape sensitivity and resulting capacity for the development proposed in the three Strategies. The Water Cycle Study Scoping Report 2024 provides a high-level assessment of the three Strategies on water infrastructure. The technical outputs from each study identify positives and negatives associated with each Strategy. The outputs have been used alongside other plan evidence and national policy, to inform the employment and housing site allocations included within the preferred Spatial Strategy which has been subject to further technical testing – see below.

The Water Cycle Study Scoping Report 2024 indicates no major concerns with respect to water supply to cater for proposed level of new growth. Chelmsford Water Recycling Centre (WRC) catchment, where most development is being proposed for the plan period up to 2041, has significant spare capacity and can accommodate the proposed development including the East Chelmsford Garden Community, Bicknacre, East Hanningfield and the employment allocations. It also identifies constraints to development growth in Chatham Green due to constraints at Great Leighs WRC. The study supports the preferred Spatial Strategy.

The Preferred Options IIA 2024 considers that the preferred Spatial Strategy, which is a hybrid of Approaches A to E, will focus new housing and employment growth to the most sustainable locations when considered against national planning policy, analysis of responses to the I&O, environmental constraints, discussions with key stakeholders, availability/viability of land, the settlement hierarchy, and draft Vision/Spatial Principles.

The Infrastructure Delivery Plan (IDP) 2023 supports the levels of growth and locations of growth over the plan period and considers that the required new infrastructure improvement and investment is feasible and deliverable. Overall, the IDP supports the preferred Spatial Strategy.

The Housing Sites Schedule April 2023 details allocated sites for housing and non-allocated sites which have come forward in the planning process. It supports the proposed new Local Plan housing allocations in the preferred Spatial Strategy.

## **The Preferred Options Local Plan**

The preferred Spatial Strategy has been developed using national policy, relevant policies and strategies, engagement with key stakeholders, feedback from the Issues and Options consultation, and the plan evidence base including testing of options through the IIA, traffic modelling and landscape capacity (as described above).

The preferred Spatial Strategy reflects the proposed updated Vision and Strategic Priorities of the plan including Strategic Priority 1 Addressing the Climate and Ecological Emergency

The preferred Spatial Strategy is an evolution of the five spatial approaches tested at Issues and Options stage, which overall received a mixed reception in the comments and three hybrid Spatial Strategies tested in 2023. It continues to focus new housing and employment growth to the most sustainable locations in three Growth Areas informed by the settlement hierarchy, site availability, environmental

## The Preferred Options Local Plan

constraints, and factors of delivery. Growth will be accommodated on unbuilt allocated sites rolled forward from the adopted Local Plan and new proposed site allocations.

The amount of new development in the preferred Spatial Strategy is informed by updated evidence base and data, including the Strategic Housing Needs Assessment 2023, Employment Land Review 2023 and provisional findings of the Gypsy and Traveller and Travelling Showpeople Accommodation Assessment 2023 to 2041.

The Issues and Options consultation document suggested a need for around 8,000 additional new homes, over and above those allocated in the adopted plan. More recent monitoring data in the Housing Sites Schedule (April 2023) indicates that the residual requirement is around 4,860 dwellings, primarily due to an increase in sites with planning permission and increased capacities on adopted Local Plan allocations to 2036. This lower figure is used in the preferred Spatial Strategy.

Overall, the preferred Spatial Strategy meets development needs for new housing, employment and Travelling Showpeople in full, protects the Green Belt, and allocates new development in sustainable locations.

Unbuilt site allocations in the adopted Spatial Strategy have been rolled forward into the preferred Spatial Strategy as they continue to represent sustainable and sound development allocations.

It is not considered proportionate or necessary to undertake a carbon impact assessment in addition to the IIA (and there is also no requirement to undertake this). The Local Plan and the IIA are considered to be in accordance with guidance on carbon impact assessment.

Alternative Spatial Strategies and site allocations have been considered, tested in the evidence base, and rejected as they perform less well than the preferred Spatial Strategy and site allocations – see below.

Additional growth in Chelmsford Urban Area (Spatial Approaches A-E) was supported as a sustainable approach in the Issues and Options consultation responses. The preferred Spatial Strategy makes the best use of previously developed land in Chelmsford Urban Area by proposing new sites for housing and employment in line with the Urban Capacity Study 2024. However, it is not possible to accommodate all future growth needs on brownfield sites, so further greenfield sites are identified in the preferred Local Plan.

Spatial Approach D included housing growth in settlements with good proximity to transport corridors). This received some support in the Issues and Options consultation responses. A new Garden Community in East Chelmsford and strategic employment site at Junction 18 of the A12 form part of the preferred Spatial Strategy. These sites will have good access to the strategic road network and provide active and sustainable transport connections into Chelmsford Urban Area and City Centre. Chatham Green has been discounted given its relative isolated location from the strategic highway network and new railway station. Howe Green has been discounted as a new primary school would need to be provided but no site of a suitable size is promoted. Rettendon Common has been discounted due to its distance from the wider transport network and existing services and facilities.

Spatial Approaches A and C included a large new settlement at Hammonds Farm.

## The Preferred Options Local Plan

This was generally opposed in the Issues and Options consultation responses, although limited support was shown for a sensitive approach. A new Garden Community in East Chelmsford forms part of the preferred Spatial Strategy. The site allocation policy (SGS16a) will require the development to be a high-quality comprehensively planned landscape-led new sustainable Garden Community based on TCPA Garden City Principles that is supported by a wide range of services, facilities, and infrastructure including schools, employment, neighbourhood centres and a new Country Park. The site policy also requires development impacts are suitably mitigated. The site performs well in the IIA when considered against the evidence base, constraints and opportunities, and is supported by the plan evidence base including the Water Cycle Study Scoping Report. Specific concerns identified in the consultation responses are addressed in the site policy requirements including landscape, traffic and heritage impacts.

Spatial Approaches A and C considered housing growth in Key Service Settlements and Service Settlements and received a mixed reaction in the consultation responses. The preferred Spatial Strategy proposes limited housing development in Bicknacre, East Hanningfield and Ford End. These villages have existing primary schools with capacity and community facilities making them suitable for limited new development. Development will also provide opportunities to contribute towards and enhance the existing facilities and services of the villages and help towards the national planning policy requirement to accommodate at least 10% of the housing requirement on sites no larger than one hectare. Growth in other Key Service Settlements and Service Settlements above that in the adopted Local Plan has been rejected as they are too constrained and unsuitable for further development growth. Reasons include a lack of known capacity in respect of highways and/or primary school provision, Green Wedge constraints and a lack of available sites promoted.

Spatial Approaches A-D included housing growth as extensions to the edge of Chelmsford and North of South Woodham Ferrers. This received a mixed reaction in the consultation responses. This approach has been rejected as the evidence base shows that these locations perform less well than the preferred Spatial Strategy and proposed site allocations. Reasons include a lack of known capacity in respect of highways and/or primary school provision.

Further expansion of Chelmsford Garden Community (Spatial Approaches A-E) has been discounted as it is not deliverable within the plan period given permitted mineral extraction and land remediation works.

The preferred Spatial Strategy includes a mix of different types and sizes of site allocations across a variety of locations that could come forward throughout the plan period.

The preferred options document details the supporting infrastructure which would be required to be delivered alongside the proposed new employment and housing allocation. This includes provision of appropriate school facilities and highways infrastructure. The Council will continue to engage with infrastructure providers to ensure appropriate infrastructure can and will be provided and planned for.

Policies in the plan including the site specific and development management policies contain requirements to ensure new development will be acceptable in highways and landscape terms.

In line with national planning policy, there are no 'exceptional circumstances'

**The Preferred Options Local Plan**

demonstrated to release Green Belt within the City Council Area. The preferred Spatial Strategy indicates that additional development requirements can be sustainably delivered at locations outside the Green Belt. Therefore, a review of the Green Belt is not appropriate or necessary.

Confirmation from Duty to Cooperate Bodies that they will continue to engage with the Council during the plan-making process is welcomed.

The Preferred Options Local Plan includes updated information on the delivery of the Chelmsford North East Bypass and new railway station.

Further information on the approach taken in distilling the options available including testing three Spatial Strategy options from the Issues and Options and the reasoning for the preferred Spatial Strategy, is set out in the Preferred Options Spatial Strategy and Strategic Sites Topic Paper.

The Green Wedge boundaries are appropriately defined around the main river valleys as set out in the Green Wedge evidence base reports.

Key Statistics:

Question	Yes	No	Comments	Total number of responses
<b>63. Are there any Spatial Approaches that the Council has missed?</b>	N/A	N/A	44	44

Please note that many respondents used Question 62 to comment on the Spatial Approaches presented in the consultation document and any the Council may have missed. As such, the responses below should be read alongside those in Question 62.

Summary of Specific and DTC consultees comments:

- More development to the west of Chelmsford including challenging the Green Belt to the west/south-west of Chelmsford; protecting the green belt is pushing development to its borders (South Woodham Ferrers Town Council)
- A combination of approaches B, D and E - Hammonds Farm could be smaller, it uses rail infrastructure, A12 and A130 corridors, minimises car use, meets the new Vision and meets the climate and ecology emergency (North West Parishes Group, Broomfield Parish Council) and it complements the existing commuting patterns (Broomfield Parish Council)
- A combination of D and E would provide flexibility given that delivery at Hammonds Farm would extend beyond 2041 (Chignal Parish Council).

Summary of General Consultees Comments:

None.

## Summary of Developer/Landowner/Agent Comments:

- Carry out a Green Belt review (Rosehart Properties Ltd, Pembridge Land Group, Taylor Wimpey Strategic Land, Barratt David Wilson)
- There is insufficient evidence to demonstrate that some alterations to Green Belt boundaries in the most sustainable locations, immediately adjacent to the existing defined Chelmsford Urban Area, should not be considered (Rosehart Properties Ltd, Pembridge Land Group)
- The historic and existing spatial strategies that did not review the Green Belt has led to a distorted settlement pattern for Chelmsford. This cannot continue with substantial growth to the north, north east and west without creating harmful impacts on other important sustainability considerations including transport and the environment (Pembridge Land Group, Rosehart Properties)
- Should consider growth in the Green Wedge along the A130, as part of a review of all spatial options (Hill Farm (Chelmsford) Ltd)
- CCC consider that the additional development requirements identified through the Local Plan review can be sustainably delivered outside the Green Belt, and that these areas also have significant infrastructure improvements planned as part of the adopted Local Plan. Therefore, CCC do not believe that there are exceptional circumstances which would warrant a departure from national planning policy. This is questioned as CCC has not published their updated Employment Needs Study hence the full employment needs are not fully understood, and the challenges associated with such delivering such growth (Gray & Sons)
- The Strategy fails to consider a spatial strategy which reviews the green belt boundaries where it would meet an identified community and housing need. The alternative options are not justified because the identified brownfield sites are assumed to all be available and deliverable or developable during the plan period, the proposed growth sites outside the Green Belt are assumed to be viable and the necessary infrastructure are assumed to be funded and completed during the plan period. In addition, the evidence base on the city's housing need and land supply has not been updated (Taylor Wimpey Strategic Land)
- There is no reference to the location of non-strategic employment areas. As part of the spatial approach, we expect to see consideration of and distribution of employment growth to rural areas beyond the Chelmsford Urban Area to help sustain and enhance the vitality of rural communities in line with para 84 of the NPPF (The Bucknell Family, Hill Farm (Chelmsford) Ltd)
- Do not support the approach. There is substantial development potential in the city centre that is not being recognised (Dominvs Group)
- Approach D but with Chatham Green as the only transport corridor proposal as it scores highly in sustainability terms (Mrs and Mrs Andrew Parker)
- Less additional growth at allocated sites and more across Service Settlements to enhance their sustainability, including Rettendon Place rather than Rettendon Common (Croudace Homes)
- Revisit the Settlement Hierarchy so Broomfield can be considered an urban area, and then allocated development in its own right as one of the most sustainable settlements (Obsidian Strategic Asset Management)

- The Council should recognise the A12 as a potential location for further sustainable growth in Chelmsford, as a transport corridor (Bolton, S&D)
- The Council could adopt a more diverse strategy, with site allocations in all sustainable settlements across the plan area to support existing services and facilities and maintain viability of communities (Dandara Eastern, Hill Residential Ltd)
- Should include a category for 'Chelmsford Urban Area and adjoining land' to recognise that there are highly sustainable and suitable greenfield sites within or immediately adjacent to the Chelmsford Urban Area (Martin Grant Homes, Mr J Bolingbroke)
- There should be a balance of growth across the settlement hierarchy with a focus on growth in areas well connected to new transport infrastructure. Boreham should be considered more favourably than the other Key Service Settlements of Danbury and Great Leighs due to its strategic location and access to the new rail station, employment space and Chelmsford North East Bypass. Boreham has seen limited growth or housing allocations compared with other settlements (Wates Developments Limited)
- Consider a site with cross-boundary potential to deliver a sustainable pattern of growth, of satellite villages along the A131 northbound all the way up to Braintree from Chatham Green, around Great Leighs, terminating at Great Notley before reaching Braintree Town Centre. This would maximise the potential for sustainable distribution of growth throughout the plan period (Mr Alexander Micklem).

#### Summary of Public Comments:

- To be more sustainable, that means increasing the concentration of housing, not spreading it ever more widely; focus on increasing the density in Chelmsford without spreading the urban footprint into the countryside
- A130 corridor is flat, potential for mitigation from road noise, not of high visual quality, so would be worth considering
- Development could be sustained in Galleywood
- All communities of 50+ residences should be provided with an allocation for 'natural' growth and down-sizing elderly who wish to remain in their community
- Due to constraints elsewhere, logically the developments should be West on the A414 (extension of the Writtle area) or East on the A414 in the Danbury or Little Baddow area. There are vast tracts of land in this area which is ripe for development. Suggest a top down approach where the parish councils are asked where the best locations would be.

#### **Our evidence says**

Following the Issues and Options consultation three Spatial Strategies were developed for detailed technical testing in 2023. The Preferred Options Spatial Strategy has evolved from the outputs of the technical testing on the three Spatial Strategy options alongside other evidence, and national policy and has been subject to further technical testing.

### **Our evidence says**

The Preferred Options Local Plan is supported by a number of evidence base studies such as the Preferred Options Integrated Impact Assessment (IIA), Employment Land Review, Water Cycle Study, Transport Assessments, Strategic Flood Risk Assessment and Landscape Sensitivity and Capacity Study 2024.

### **The Preferred Options Local Plan**

The consultation responses, call for site submissions, national planning policy, evidence base including the final development requirements inform the preferred Spatial Strategy.

The Preferred Options Spatial Strategy and Strategic Sites Topic Paper outlines the approach taken in distilling the options available including testing three Spatial Strategy options following the Issues and Options and the reasoning for the Spatial Strategy shown in Preferred Options Local Plan.

The Preferred Options Local Plan does not include sites in the Green Belt. National planning policy makes clear that Green Belt boundaries should only be altered in exceptional circumstances. The additional development requirements needed through the review of the adopted Local Plan can be sustainably delivered at locations outside the Green Belt. These locations also have significant infrastructure improvements planned as part of the adopted Local Plan. There are no exceptional circumstances which would warrant a departure from national planning policy.

The preferred Spatial Strategy proposes new employment sites totalling around 110,000sqm in addition to existing allocated employment sites in the adopted Local Plan.

Additional growth in Chelmsford Urban Area was supported as a sustainable approach in the Issues and Options consultation responses. Several additional housing and employment site allocations are included within the Preferred Spatial Strategy to meet additional needs to 2041.

See also tables under Q62.

## **Part 7 – Development Standards**

This section of the consultation document sets out standards that normally apply to all new residential development which seek to ensure that new development will meet the needs of their occupiers, minimise the impact of new developments on adjacent occupiers and encourage recycling.

Key statistics:

<b>Question</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>	<b>Total number of responses</b>
<b>64. Do you support the approach being taken? If you disagree, please explain why?</b>	20	3	15	38
<b>65. Do you have any views on the Council's current development</b>	N/A	N/A	14	14

Question	Yes	No	Comments	Total number of responses
<b>standards and the decisions they lead to?</b>				
<b>66. Are any development standards missing, should anything be changed or do some standards require further clarification to aid interpretation? Where possible, please support your answer with reference to any evidence.</b>	N/A	N/A	17	17

Summary of Specific and DTC consultees comments:

- Welcome the additional design standards proposed and the attempt to reduce the carbon footprint of new housing. Building standards need to go further if we are to meet targets for net zero carbon by 2050. Request a greater commitment towards net biodiversity gain. In order to succeed, this will require specific targets with regular monitoring and reporting (Boreham Parish Council)
- Continue the following as part of the review of the Local Plan - use of community spaces as a hub for our Prevention teams to deliver Fire Safety and Education visits; adherence to the requirements of the Fire Safety Order and relevant building regulations, especially in relation to smoke alarms/sprinkler systems; implementation of vision zero principles where there are introductions of or changes to the road network; appropriate planning and mitigations to reduce risks around outdoor water sources; suitable principles in design to avoid deliberate fire setting (Essex County Fire and Rescue Service)
- In relation to access during and post construction the following should be considered - road widths to be accessible whilst not impeding emergency service vehicle response through safe access routes for fire appliances including room to manoeuvre (such as turning circles); implementation of a transport strategy to minimise the impact of construction and prevent an increase in the number of road traffic collisions; no negative impact on the Service's ability to respond to an incident in the local area arising from the development; a risk reduction strategy to cover the construction and completion phases of the project and the implementation of a land management strategy (Essex County Fire and Rescue Service)
- Support the proposed approach (Great Waltham Parish Council, Essex County Council)
- Support the reference to the EDG in the standards (Essex County Council)
- Recommend that the proposed development standards are more closely aligned with the EDG and refer to a number of ECC documents relating to net zero development, solar farms, 5G and drainage (Essex County Council)
- The 'Essex Healthy Places Advice - Notes for planners, developers and designers' should be incorporated into the new Health Impact Assessment policy (Essex County Council)

- Current policy is inconsistent with the other policies in the document (Writtle Parish Council)
- Development standards could be more ambitious with integrated water management on larger sites. Improvements can be made particularly around water efficiency and reuse (Anglian Water Services Ltd)
- The Council's area is within an area designated by the Environment Agency as in serious water stress. As such, plan policies should require new homes to meet the optional tighter standard of 110 litres per person per day (Essex County Council).

#### Summary of General Consultees Comments:

- Support proposed approach (Newland Spring Residents Association).
- Current policy does not offer flexibility, as not all development will be able to meet the standards (CHP)
- Missed standards relating to net zero (CHP)
- The review of the Council's evidence base for community sport should be used to inform a review of the Council's current approach to securing provision for sports provision in new development (Sport England)
- The approach to provision should now be informed by needs assessments e.g. Playing Pitch Strategies and not generic quantity and access standards (Sports England).

#### Summary of Developer/Landowner/Agent Comments:

- Support the proposed approach (Bellway Strategic, Chelmsford Garden Community Consortium)
- Support the review of the development standards (Taylor Wimpey, Hill Residential Ltd, Dandara, Dandara Eastern)
- Should be viability tested (Vistry Group)
- Should avoid being overly prescriptive and could be contained within an SPD as they are a non-strategic policy (Bellway Strategic)
- Policy should be based upon existing provision and standards should not be proposed that are not yet commercially viable or proven to be technically feasible - particularly in relation to recycling and waste collection on strategic sites) (Chelmsford Garden Community Consortium)
- Missing changes to the private garden sizes. Lowering the amenity provision for three bed units in close proximity to the city centre would result in the better use of brownfield land, providing more new homes, of a size which is of greater demand and more affordable (Broadfield Homes Ltd).

#### Summary of Public Comments:

- Support the proposed development standards
- Private back gardens/personal open space is needed as more people are using them as play spaces or for growing food
- Concerned that gardens on new houses are now much smaller
- There is less opportunity to extend new dwellings
- Need to increase capacity for increase in refuse/recycling provision

- Should be more radical to respond to the climate emergency with solar panels, EV charging points and facilities to recycle grey water
- Houses should be carbon neutral
- Council should have an all-in-one recycling bin
- Ensure green buildings with well insulated homes
- Ensure mandatory EV charging points
- There is a missing requirement for solar panels and heat pumps along with other measures to increase self-sufficiency.

### **Our evidence says**

The Essex Design Guide emphasises the importance of the design of private amenity spaces.

An updated Open Space, Sports and Recreational Facilities Study and Sports Facilities Strategy has been commissioned. It will provide up-to-date and robust evidence base on community sports facilities required to support the updated policies and will inform the final draft plan (the Pre-Submission Local Plan).

A key action in the Council's Our Chelmsford Our Plan and the Council's Climate and Ecological Emergency Declaration Action Plan is to significantly increase the amount of woodland and tree cover in Chelmsford.

Essex Net Zero Policy – Summary of Policy, Evidence and Validation Requirements sets out the requirements for Net Zero Carbon dwellings in Local Plans across Essex.

### **The Preferred Options Local Plan**

Changes have been made to the privacy, private amenity space and natural light sections for clarity, to aid interpretation, to align with Essex Design Guide and to make reference to good practice guidance. Information on maisonettes has also been included.

Appendix B is focused on standards, so more detailed design advice for private amenity spaces will be more appropriately included in an updated Making Places SPD.

The open space section has been simplified to make it more effective with references to the Council's Open Space Advice Note, the Planning Obligations SPD and the pending updated Open Space, Sports and Recreational Facilities Study and Sports Facilities Strategy.

A new tree planting section has been added to reflect the Council's corporate plan 'Our Chelmsford, Our Plan', the Council's Climate and Ecological Emergency Action Plan and to align with updated Policy DM17 (Trees, Woodland and Landscape Features).

The Waste and Recycling section is amended with updated key design standards and collection vehicle dimensions. A link to the Council's Recycling and Waste Collection Policy is also added. References to documents no longer in use have been removed.

The Development Standards do not deal with energy and water efficiency standards which falls under Policy DM25 (Sustainable Buildings). This policy includes updated requirements for water efficiency and rainwater harvesting, and access to electric vehicle charging infrastructure. Content relating to zero carbon

### **The Preferred Options Local Plan**

development has been merged into Policy DM31 (Net Zero Carbon Development (In operation)). This is a new policy developed with Essex Planning Officers Association and Essex County Council, for new buildings to be designed and built to be net zero carbon in operation.

Issues such as access by fire & rescue services and use of community spaces as a hub for prevention teams to deliver Fire Safety and Education visit, are details to be considered at site masterplanning and planning application stages.

## **Appendix 1: Organisations consulted and copies of key consultation materials**

## **APPENDIX 1**

List of organisations consulted

Consultation Statement

Exhibition Panels

Pop-Up Stand

Pop-Up Stand on Site

Local Plan Video

Local Plan Virtual Exhibition

Essex Chronicle Adverts

City Life Articles

South Woodham Focus Article

Local Plan Poster

Examples of Social Media Posts

Local Plan Newsletter

## LIST OF ORGANISATIONS CONSULTED

The Council notified nearly 2,100 contacts registered on its Consultation Portal.

This included the specific and general contacts listed below, and members of the public who are not listed.

1st Chelmsford Scouts	Berkeley Strategic	Chelmer Cycling Club
A Dunn & Son	Billericay Town Council	Chelmer Housing Partnership
Abbess, Beauchamp & Berners Roding Parish Council	Bishops Primary School	Chelmer Residents Forum
Abellio Greater Anglia	Black Notley Parish Council	Chelmer Valley High School
Accord Energy Limited	Blackmore, Hook End & Wyatts Green Parish Council	Chelmsford and District Model Railway Club
Active Workspace Ltd	Bloor Homes	Chelmsford Biodiversity Forum
Age UK Essex	BNP Paribas Real Estate UK	Chelmsford Business Board
Aggregate Industries UK Ltd	Boreham Conservation Society	Chelmsford Business Forum
Alan Wipperman & Co	Boreham Parish Council	Chelmsford City Centre Retailers Group
Aldi Stores	Boreham Primary School	Chelmsford City Football Club
Alun Design Consultancy	Bowler Energy LLP	Chelmsford Civic Society
Anchor Housing	Braintree District Council	Chelmsford College
Andrew Martin - Planning Limited	Brentwood and Chelmsford Green Party	Chelmsford Community Transport Limited
Angel Stores	Brentwood Borough Council	Chelmsford Commuters & Rail Travellers
Anglia Ruskin University	Bressole Limited	Chelmsford County High Schools for Girls
Anglian Water Services Ltd	British Toilet Association	Chelmsford CVS
Aquila Developments	Broomfield Neighbourhood Plan Steering Group	Chelmsford Cycle Action Group
Archerfield Homes	Broomfield Parish Council	Chelmsford Hindu Society
Arriva The Shires and Essex	Broomfield Primary School	Chelmsford Labour Party
Ashton KCJ	BT National Notice Handling Centre	Chelmsford Liberal Democrats
ASP	BT Openreach, Southend ATE	Chelmsford Liberal Party
Atkins Telecom	Building Research Establishment	Chelmsford Mencap
Avison Young	CAAG	Chelmsford NAG
Aviva	Campaign for Real Ale Limited	Chelmsford Rivers And Canal Link Group
b3 Architects llp	Campaign for the Protection of Rural Essex	Chelmsford Rugby Football Club
Baddow Hall Junior School	CAODS (Chelmsford Amateur Operatic & Dramatic Society)	Chelmsford Safety Supplies
Bakers Lane Action Group	Capita Property and Infrastructure	Chelmsford Social Club Ltd
Barking & Dagenham CCG	Capital Property & Construction Consultants Ltd	Chelmsford Star Co-operative Society Ltd
Barking & Dagenham London Borough Council	Carter Jonas	Chelmsford Taxi Association Limited
Barnes Farm Infant School	Castle Point & Rochford CCG	Chelmsford Theatre Workshop
Barnes Farm Junior School	Castle Point Council	Chelmsford Young Generation Amateur Musical Society
Barnston Parish Council	CBRE	Cheltenham Borough Council
Barratt Eastern Counties	Cemex UK Properties Ltd	CHESS
Barton Willmore	Centrica Barry/ Generation/ KL/ PB/ RPS LTD	Chignal Parish Council
Basildon & Brentwood CCG	CERA (Chignal Estate Residents Association)	CHP
Basildon Borough Council	Chancellor Park Primary School	CHP Customer Review Panel
Baya Homes	Charisma Spatial Planning	Chris Marten Architectural Services
BDB Design	Chartplan (2004) Limited	Chris Tivey Associates
BDP	Chelmer & Blackwater Navigation Co Ltd	Christian Growth Centre Chelmsford
Beehive Lane County Primary School	Chelmer Canal Trust	Church of Our Lady Immaculate
Bennetts BMW Specialists		Churchill Retirement Living
		Civil Aviation Authority
		Claremont Planning

Clarke & Simpson	DTI	Essex Respite and Care Association
Coal Authority	DWD Property & Planning	Essex Squash & Racketball Association
CODE Development Planners	E & M Design	Essex Waterways Ltd
Code for Consideration Constructors	E.ON UK Plc	Essex Wildlife Trust
Colchester City Council	E2V Technologies	Estuary Design Ltd
Cold Norton Parish Council	East Anglia London Properties Ltd	Estuary Housing Association
Collingwood Primary School	East Hanningfield Parish Council	Exolum Pipeline System Ltd
Colt Technology Services	East Hanningfield Parish Plan Committee	Farleigh Hospice
Columbus School & College	East Herts District Council	Felsted Parish Council
Commercial Estates Group	East of England Ambulance Service NHS Trust	Fenn Wright
Company of Proprietors of the Chelmer & Blackwater Navigation Ltd	East Thames Housing	Fergusons
Confederation of Passenger Transport UK (Hedingham/Chambers)	Eastlight Homes	First Essex Buses Ltd
Cool Heat Services	Ecotricity	Fisher German LLP
Corona Energy Retail 4 Ltd	EDF Energy	Flagship Housing Group Ltd
Countrywide Farmers Plc	Education & Skills Funding Agency	Flaternity Residents Association
CPRE Essex	Edward Gittins & Associates	Fritch Green Parish Council
Craintern Ltd	Edward Parsley Associates Ltd	Football Association
Crest Nicholson	EE	Ford End Church of England Primary School
Crouch Vale Brewery Ltd	Elim Christian Centre	Ford End Village Design Statement Committee
Crown Energy Ltd	Elm Green Preparatory School	Forestry Commission England
CSJ Planning Consultants Ltd	Elmwood Primary School	Frazer Halls Associates
D2 Planning Limited	Energy Environment and Sustainability Group	Friends, Families and Travellers and Traveller Law Reform Project
Danbury Mission	Enfield CCG	G.T.C/Utility Grid Installations
Danbury Neighbourhood Plan Steering Group	Enfield London Borough Council English	Galleywood Infant School
Danbury Park Community Primary School	Rural Housing Association	Galleywood Parish Council
Danbury Parish Council	ENI UK Ltd	GB Partnerships
Danbury Society	Enplan	Good Easter Parish Council
Dandara	Environment Agency	Great Baddow High School
Data Energy Management Services Ltd	Epping Forest District Council	GL Hearn Limited
Defence Infrastructure Organisation (DIO)	ERGOTECHNICS	Gladman Developments Ltd
Department for Education	esperance energies	Graham Anthony Associates
Department for Levelling Up, Housing and Communities	Essex & Suffolk Water	Great Baddow High School
Department for Transport (DfT)	Essex Ambulance Service	Great Baddow Parish Council
Department of Trade and Industry	Essex ARG	Great Baddow St Mary
Derbyshire Gypsy Liaison Group	Essex Association of Local Councils	Great Notley Parish Council
Design Council	Essex Badger Protection Group	Great Waltham C of E (VC) Primary School
detoxpeople ltd	Essex Biodiversity Project	Great & Little Leighs Parish Council
Development Land & Planning Consultants Ltd	Essex Bridleways Association	Great Waltham Parish Council
DevPlan UK	Essex Chamber of Commerce	Greater London Authority
DHA Planning	Essex Chronicle	Green Planning Studio Ltd
Diageo Pension Trust Fund	Essex County Council	Greenfields Community Housing Ltd
Diocese of Chelmsford	Essex County Fire & Rescue Service	Greenwood Estates Ltd
Dominic Lawson Bespoke Planning Ltd	Essex Herts Air Ambulance Trust Essex	Grosvenor Developments Ltd
Dominvs Group	Local Nature Partnership	GVA Grimley
Downham CE (VC) Primary School	Essex Police	H M Prison Service
	Essex Police, Fire and Crime Commissioner	Hamilton Bentley & Partners

Harlequin Ltd	Landscape Planning Group Ltd	Moody Homes Ltd
Harlow District Council	Langford and Ulting Parish Council	Moulsham High School
Hastoe Housing Association	Lanpro	Moulsham Infant School
Hatfield Peverel Parish Council	Larkrise Primary School	Moulsham Junior School
Havering CCG	Larmar Engineering	Mountnessing Parish Council
Havering London Borough	Latimer Homes	N Clark Welding & Fabrication
Health and Safety Executive	Lawford Mead Primary & Nursery School	Nathaniel Lichfield and Partners
Heart of Essex Local Enterprise Partnership	Lawns Action Group	National Grid
Heathcote School	Little Baddow Conservation Society	National Highways
Heatons	Little Baddow Parish Council	Natural England
Help The Aged	Little Dunmow Parish Council	Neos Networks
Helping Hands Essex	Little Waltham C E V A Primary School	Network Rail
Heritage Writtle	Little Waltham Parish Council	New Hall School
Hertfordshire County Council	Lodge Coaches	Newlands Spring Primary School
High Easter Parish Council	London Borough of Barking and Dagenham	Newlands Spring Residents Association
High Ongar Parish Council	London Borough of Enfield	NFGLG
Highwood Parish Council	London Borough of Redbridge	NGB Essex Angling
Highwood Primary School	London Borough of Waltham Forest	NGB Essex Athletics
Hill	London Gypsies and Travellers Unit	NGB Essex Basketball
Historic England	LSL Partners	NGB Essex Boccia
HLR Consulting Ltd	Maldon District Council	NGB Essex Bowls
Home Builders Federation	Maltese Road Primary School	NGB Essex Cricket
Homes England	Mansfield Monk Limited	NGB Essex Cycling
House Of Commons	Marconi Plaza Residents Association	NGB Essex Dodgeball
Howe Green Community Association	Margaretting CE (VC) Primary School	NGB Essex Fencing
Hullbridge Parish Council	Marine Management Organisation (MMO)	NGB Essex Football
Hunter Page Planning	Mark Jackson Planning	NGB Essex Golf
Hylands School	Margaret Roding Parish Council	NGB Essex Gymnastics
Iceni Projects	Margaretting Parish Council	NGB Essex Handball
Ideas Hub	Mashbury Parish Council	NGB Essex Hockey
Indigo Planning Ltd	Maypole Press & Publishing Co	NGB Essex Lacrosse
Ingatestone and Fryerning Parish Council	McDonald's Restaurants	NGB Essex Movement and Dance
Ingatestone Village Design Statement	Meadgate Primary School	NGB Essex Orienteering
Intergen	Meadows Shopping Centre	NGB Essex Petanque
J. Aron & Company	Melville Dunbar Associates	NGB Essex Rowing
James Development Ltd	Michael Benham Acquisition/Disposal of Land & Property	NGB Essex Rugby League
JB Planning Associates Ltd	Mid and South Essex Health and Care Partnership	NGB Essex Rugby Union
JCN Design Ltd	Mid Essex CCG	NGB Essex Sailing
John H Bayliss & Co	Mid Essex Gravel Pits (Chelmsford) Ltd	NGB Essex Squash
Keeble Brothers	Mid Essex Hospital Services NHS Trust	NGB Essex Triathlon
Keeran Designs Ltd	Mid-Essex Business Group	NGB Essex Volleyball
Kemsley LLP	Mildmay Infant and Nursery School	NHS England, East
King Edward Grammar School	Moat Housing Group	NHS Mid and South Essex Sustainability and Transformation Partnership
Kings Hardware Ltd	Mobile Broadband Network Limited	NHS South East and South West Essex
Kings Road Primary School	Mono Consultants Ltd	NIBS Buses
Kings Road/North Avenue Community Action Group	Montagu Evans	Nigel Chapman Associates
Lambert Smith Hampton		North Essex Partnership NHS Foundation Trust

North Fambridge Parish Council  
 North West Parishes Group  
 Northern Trust  
 Oaklands Infants School  
 Office of Rail Regulation  
 Opus Energy Ltd  
 Our Lady Immaculate R C Primary School  
 Parkway and Town Centre Neighbourhood Action Panel  
 Parkwood Academy  
 Paul Dickinson & Associates  
 Peacock & Smith  
 Pegasus Group  
 Pegasus Planning Group Ltd  
 Perryfields County Infants School  
 Perryfields Junior School  
 Persimmon Homes Essex  
 Phase 2 Planning & Development Ltd  
 PKC Retail Ltd  
 PlanIt Planning and Development Ltd  
 Planning Potential  
 Planware Ltd  
 Plater Claiborne Architecture & Design  
 Pleshey Parish Council  
 Pomery Planning Consultants  
 Premier Homes  
 Prestige Pianos  
 Princes Rd Allotment Association  
 Priory Primary School  
 PS Planning & Design  
 Ptarmigan Land Ltd  
 Purleigh Parish Council  
 Ramblers Essex Area  
 Ramsden Bellhouse Parish Council  
 Ramsden Crays Parish Council  
 Rapleys  
 Rawreth Parish Council  
 Rayleigh Town Council  
 Raymond Stemp Associates  
 Rayne Parish Council  
 RCCE  
 Redbridge CCG  
 Redbridge London Borough Council  
 Regal Busways  
 Rentplus (Agents Tetlow King Planning)  
 Reprohouse Limited  
 Resting Places Limited  
 Retail Focus  
 Rettendon Common Residents Association  
 Rettendon Parish Council  
 Rettendon Primary School  
 River Crouch Conservation Trust  
 Road Haulage Association  
 Robert Brett & Sons Ltd  
 Robinson and Hall  
 Rochford District Council  
 Roxwell CofE (VC) Primary School  
 Roxwell Parish Council  
 Royal Mail Group  
 Royal Society For Protection of Birds  
 RPS Group  
 RPS Planning & Development Ltd  
 RSPCA  
 Rugby Football Union  
 Rugbytots Central Essex  
 Runwell Parish Council  
 Rural Solutions Ltd  
 Ruston Planning Limited  
 Sandon School  
 Sandon Parish Council  
 Savills (UK) Limited  
 Scott Brownrigg  
 Scottish & Southern Energy Pipelines  
 Sellwood Planning  
 Shirley Smith & Co  
 Shotgate Parish Council  
 Sky Telecommunication Services Ltd  
 Smart Planning  
 Smiths Environmental Products Ltd  
 South East LEP  
 South Molton Real Estate Ltd  
 South Woodham Action Group  
 South Woodham Ferrers Health & Social Care Group  
 South Woodham Ferrers Town Council  
 Southend City Council  
 Southend CCG  
 Southern Electric  
 South Hanningfield Parish Council  
 SP PowerSystems  
 SPD Studio  
 Sphere 25  
 Sport England  
 Springboard Housing Association Ltd  
 Springfield Parish Council  
 Springfield Primary School  
 Springfields Planning & Development Limited  
 SSE Pipelines Ltd  
 St Anne's Preparatory School  
 St Augustine's Catholic Church  
 St Cedd's School  
 St John Payne Catholic School  
 St John's C of E Primary School  
 St Joseph's Catholic Primary School  
 St Mary's CE Primary School  
 St Mary's Church Great Baddow  
 St Peters Primary School  
 St Pius X Catholic Primary School  
 St. Michael's Junior School  
 Stephenson's of Essex Ltd  
 Stevens VW Dismantlers  
 Stock CE Primary School  
 Stock Parish Council  
 Stonebond Properties Ltd  
 Stow Maries Parish Council  
 Strutt & Parker LLP  
 Swan Housing Association  
 Sworders  
 Tarmac  
 Telecom Plus PLC  
 Tendring District Council  
 Terence O'Rourke Ltd  
 Terling and Fairstead Parish Council  
 Thames Gateway South Essex Partnership Ltd  
 The Beaulieu Park School  
 The Boswells School  
 The British Horse Society  
 The Cathedral School Chelmsford  
 The Chelmsford Ballet Company  
 The Chelmsford Labour Party  
 The Chelmsford Society  
 The Coal Authority  
 The Downes Planning Partnership  
 The Essex Badger Protection Group  
 The Gypsy Council  
 The Inland Waterways Association (Chelmsford Branch)  
 The John Bishop Partnership  
 The JTS Partnership LLP  
 The Land Trust  
 The Landscape Conservation Trust  
 The National Cycling Charity – CTC  
 The National Federation of Gypsy Liaison Groups

The Owen Partnership  
The Royal Horticultural Society  
The Sandon School  
The Showmen's Guild of Great Britain  
The Theatres Trust  
The Tyrells Primary School  
The Wilderness Foundation UK  
The Writtle Surgery  
Third Dimension Group Ltd  
Three  
Thriftwood School  
Thurrock Borough Council  
TMA Chartered Surveyors  
Tolhurst Fisher LLP Solicitors  
Total Gas and Power Ltd  
Transition Chelmsford  
Transport East  
Transport for London  
Traveller Law Reform Project  
Travelling Showmans Guild  
Tree Fella Plc  
Trinity PPP Limited  
Trinity Road Primary School  
Trinity St Mary's CE (VA) Primary School  
Tritton Family Trust  
Turley Associates  
UK Power Networks  
Uttlesford District Council  
Village Hall Committee  
Virgin Media Services  
Vitol Gas Ltd  
Vodafone and O2  
W & H Marriage & Sons Ltd  
Waitrose Ltd  
Wallace Land Investments  
Waltham Forest CCG  
Waltham Forest London Borough Council  
Warwick Court Property Company  
Waterhouse Farm Residents Association  
WEA Sec  
Wernick Buildings Ltd  
West Essex CCG  
West Hanningfield Parish Council  
West Register (Realisations) Ltd  
Westlands Community Primary School  
WH Marriage & Sons Ltd  
Whirledge and Nott  
Widford Lodge Preparatory School  
William de Ferrers School  
Willingale Parish Council  
Wilson Construction Ltd  
Womens Institute  
Woodham Ferrers and Bicknacre Parish Council  
Woodham Mortimer with Hazeleigh Parish Council  
Woodham Walter Parish Council  
Woodland Trust  
Woodville Primary School  
Woolf Bond Planning  
Writtle University College  
Writtle Infant School  
Writtle Junior School  
Writtle Neighbourhood Plan Group  
Writtle Parish Council  
Writtle VDS  
YMCA Chelmsford  
Essex Local Nature Partnership

# CONSULTATION STATEMENT

## REVIEW OF CHELMSFORD LOCAL PLAN REGULATION 18 - ISSUES AND OPTIONS

Chelmsford City Council has published its Regulation 18 Issues and Options consultation on the Review of its adopted Local Plan. This consultation is accompanied by an Integrated Impact Assessment.

The consultation runs for eight weeks from **10am on Thursday 11 August 2022 until 4pm on Thursday 6 October 2022.**

### **Regulation 18 Issues and Options Consultation Document**

This Regulation 18 Issues and Option consultation is the first formal stage in the preparation of the review of the adopted Chelmsford Local Plan, and the first opportunity for residents, businesses, developers, and other interested parties to get involved.

The main purpose of the document is to ensure that the review of the adopted Local Plan will cover the right issues and that all suitable options for accommodating change are considered. The main areas we are consulting on include:

- Updated challenges and opportunities to address over the reviewed Local Plan period to 2041
- Updated draft Strategic Priorities
- New draft Vision
- The approach to calculating future development requirements, including homes and jobs
- Spatial Approaches for accommodating additional future development growth, and
- The approach to reviewing planning policies.

### **Regulation 18 Issues and Options Integrated Impact Assessment (IIA) Consultation Document**

The adopted Local Plan was developed alongside a comprehensive Sustainability Appraisal (SA) and Habitats Regulations Appraisal (HRA) process. For this review process, the Council is including other aspects of sustainable development in an Integrated Impact Assessment (IIA), which covers the following:

- Sustainability Appraisal
- Strategic Environmental Assessment
- Habitats Regulations Assessment
- Health Impact Assessment
- Equality Impact Assessment.

### **Where to view the documents and how to make representations:**

#### **View and comment online**

You can view and comment on the consultation documents on the City Council's Consultation Portal at: [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult) This is our preferred method to comment.

If you have not used this system before or have any difficulties logging in please see our guidance notes at: [www.chelmsford.gov.uk/lp-portal-guide](http://www.chelmsford.gov.uk/lp-portal-guide) or call us (01245) 606330.

## **View in person**

Paper copies can be viewed at the City Council Customer Service Centre, Civic Centre, Duke Street, Chelmsford, CM1 1JE Monday to Friday 10am to 4pm (Please note we are closed on bank holidays).

## **Comment via email**

Comments may be submitted by email: [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)

## **Paper comments**

You can submit your comments by post or deliver them in person in the following ways:

**Post:** Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE

**By hand:** Monday to Friday 10am to 4pm - Customer Service Centre, Civic Centre, Duke Street, Chelmsford, CM1 1JE (outside of these hours you can use the post box outside the Customer Service Centre).

If you do not have access to a computer, you can request paper copies. A charge will be made to cover printing and postage costs.

If you have difficulties making representations by e-mail or post due to a disability, please call us (01245) 606330.

## **How to find out more:**

We will be hosting an online virtual exhibition as well as having an in-person exhibition at the Council Offices. Here you can view our exhibition boards which contain a summary of the consultation (please note both forms of exhibition will have the same information available).

**Virtual exhibition:** Will be available to view via [www.chelmsford.gov.uk/lp-exhibition](http://www.chelmsford.gov.uk/lp-exhibition)

**In-person exhibition:** Drop in exhibitions will take place at the Civic Centre, where you will be able to speak to a representative of the Council. There is no booking required to attend these exhibitions, which will take place at the Chelmsford City Council Chamber, accessed via Customer Service Centre, Civic Centre, Duke Street, Chelmsford, CM1 1JE on the following dates and times:

- Thursday 8th September 2022, 6pm to 9pm
- Friday 9th September 2022, 10am to 1pm
- Friday 9th September 2022, 2pm to 5pm
- Saturday 10th September 2022, 10am to 1pm

**Local Plan Website:** Please visit our website [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review) for further information on the consultation and the Local Plan review process.

**Please note that any representations made by you must be received by the Council no later than 4pm on Thursday 6 October 2022.**

The Council will acknowledge receipt of your comments and fully consider them, although we will not enter into individual correspondence.

All duly-made comments will be published on the Council's Consultation Portal in accordance with the General Data Protection Regulations.

Section 149 of the Equality Act 2010 requires that the Council should avoid any form of discrimination and also foster good relations between different ethnic groups. Comments which are deemed to be discriminatory will be inadmissible and will not be accepted.

David Green  
Director of Sustainable Communities

August 2022



# Welcome

Thank you for visiting today

## What is the Local Plan

Our Local Plan shapes future growth and development of Chelmsford City Council's area. It sets out a positive vision, identifies where and how new development should take place in the future as well as areas and land uses that will be protected.

### Why are we reviewing the adopted Chelmsford Local Plan?

We adopted our current Local Plan in May 2020. We need to review the plan at least every five years, to see if we need to update it. This is to make sure it remains up to date and meets the changing needs of our current and future residents.

This consultation is called the Issues and Options. It is our first stage towards updating the adopted Local Plan and is a starting point for us to engage with our communities.

We need to make sure that we are planning for new housing, jobs and infrastructure to meet local needs until 2041. If the Local Plan becomes out of date, the Council could have very little influence over the location of new development and supporting infrastructure.

### What is included in the consultation?

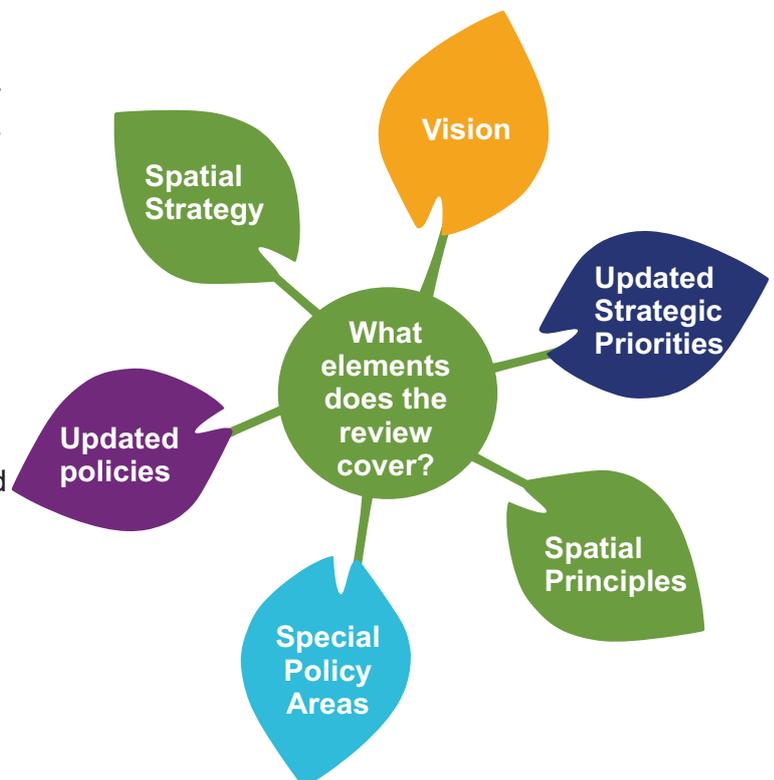
We want to make sure we cover the right issues and that all the suitable options for accommodating change are considered. The main areas we are consulting on are:

- Updated draft Strategic Priorities
- New draft Vision
- The approach to future development numbers, including homes and jobs

- Spatial Strategy Approaches for accommodating additional future growth to 2041
- The approach to reviewing our planning policies.

We think that many parts of the adopted Local Plan and its policies are still up to date and generally performing well, so may require no or only partial changes. Other parts will need updating alongside additional new policies that are required to reflect the latest national planning policy requirements, the Council's new ambitions and aspirations, and to meet new development growth to 2041.

As such, the review process is expected to result in changes to the adopted Local Plan – but we are not working on a completely new plan. Also, the review will not reopen any debates about sites already allocated in the Local Plan.





# Key Challenges and Opportunities

There are a number of key challenges and opportunities for the Local Plan to address over the period to 2041. These cover requirements of national planning policy and regulations that we must meet, as well as local issues that we need to respond to.

## Key challenges that we have identified include:

- Meeting Chelmsford's new housing and employment requirements to 2041
- How can we address the climate and ecological emergency?
- What can we do to address the affordable housing crisis?
- How will economic change impact employment opportunities including recovery from Covid-19?
- The future role of City/town centre retail areas including changes in how people shop, and changes to the Use Classes Order, including Permitted Development
- The role of Special Policy Areas (SPA) for large institutions that lie outside the built-up areas, where ordinarily policy would constrain new development
- The need to build stronger communities with community infrastructure, improved health and wellbeing
- How do we protect and increase biodiversity (net gain)?
- Ensuring that development provides great places and spaces
- How can sustainable and active travel be incorporated further into the Local Plan?

## Key opportunities that we have identified include:

- Chelmsford is ranked as one of the least deprived local authorities in England, however there are pockets of deprivation in the urban area of Chelmsford
- Essex is forecast to experience significant new growth and change over the coming decades
- A strong and growing economy and employment base, with opportunities for sector development, innovation, and new technologies
- Good connectivity by road and rail with a new Chelmsford North East bypass and rail station opening in North East Chelmsford in the mid-2020s
- A high-quality environment with a growing multifunctional green infrastructure offer including new country parks, play areas, green spaces and greening the built environment
- A growing network of cycleways and an extensive Green Wedge network providing opportunities to increase active and sustainable transport
- New development will contribute through S106 contributions and Community Infrastructure Levy payments towards new and improved services, facilities and infrastructure in the area
- Tackling the climate and ecological emergency can support the development of green jobs, reduce flood risk and create new habitats
- Planned new community facilities and services, including schools, early years and childcare and shops can improve social integration.



Chelmsford was the first town granted **City status** in Essex

The population of Chelmsford has increased by 7.8% from around 168,300 in 2011 to **181,500 in 2021**

Chelmsford is at the **heart of Essex**, being centrally located within the County and adjoined by seven neighbouring local authorities



# Vision (Chelmsford in the future)

The Local Plan Vision is a high-level guiding statement that sets out what is important for a place and how change will be managed in the future. It is a core part of a Local Plan and all the policies in the Plan will together deliver the Vision.

## How we are reviewing the Vision

We have reviewed the Local Plan Vision to reflect the new local priorities within Our Chelmsford, Our Plan, which is the Council's updated Corporate Plan. We have also considered other national and local priorities and Chelmsford's challenges and opportunities. It has also been simplified, shortened and purposefully aligned to the Council's new corporate plan, to make it easier to use.

The Vision is also designed to contribute to creating sustainable development and provides a good foundation for the review of the remainder of the adopted Local Plan.

## The proposed updated Vision is:

**Guiding Chelmsford's growth towards a greener, fairer and more connected community.**

## Our Strategic Priorities

Our Strategic Priorities are the key priorities that the Local Plan is based on. It is very important that we consider these issues which might have a wider impact, not only within but also outside the Council's area. They look at what Chelmsford is like today, how things are changing, the issues that need to be addressed, and what opportunities may be created in future. These priorities set the overall policy direction for all the strategic policies, site allocations and development management policies in the Local Plan.

We are proposing some new priorities to help us act on the climate change and ecological emergency, and others have been updated to reflect new opportunities. We have also grouped the priorities to make sure the links between them are clear and that they can act together to achieve the best outcomes.

## Priorities for climate



Addressing the Climate and Ecological Emergency (NEW priority)



Promoting smart, active travel and sustainable transport (NEW priority)



Protecting and enhancing the natural and historic environment, and support an increase in biodiversity and ecological networks

## Priorities for growth



Ensuring sustainable patterns of development and protecting the Green Belt



Meeting the needs for new homes



Fostering growth and investment and providing new jobs

## Priorities for place



Creating well designed and attractive places, and promoting the health and social wellbeing of communities



Delivering new and improved infrastructure to support growth



Encouraging resilience in retail, leisure, commercial and cultural development



# How much growth are we planning for?

The adopted Local Plan has allocated sites for development which are now coming forward, with Masterplans being approved and planning applications decided or in progress.

In reviewing the Local Plan, we need to work out how many more houses and jobs we need to plan for until 2041. Using a formula set by the Government, called the standard method, we can work out a minimum figure for the number of houses needed. Then we add a buffer to make sure we can be flexible if some sites do not come forward, to meet the housing needs of specific groups, and to significantly boost the supply of different sizes and types of homes in the Council's area.

We estimate this to be an additional 7,966 homes by 2041.

The Local Plan will also need to meet future employment needs, and it may mean allocating some additional sites for employment development. We are carrying out a study of employment needs to make sure we can update our policies to support the economy in terms of providing sites for new jobs if required.

## Spatial Principles

Our aim is to get the right type of development in the right places to meet the growing needs of local people and businesses while protecting our environment. We will consider a number of things to guide development to the most sustainable locations. We call these the Spatial Principles.

We want to update these through the review of the Local Plan. They are similar to what we have adopted in the Local Plan, with some changes to wording to make sure they are up to date.

Proposed Spatial Principles
a) Locate development at well-connected and sustainable locations
b) Protect the Green Belt from inappropriate development
c) Promote the use of suitable previously developed land for development
d) Continue and enhance the renewal and vitality of Chelmsford City Centre and its Urban Area
e) Focus development at the higher order settlements outside the Green Belt and respect the development pattern and hierarchy of other settlements
f) Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic environment and biodiversity
g) Locate development to avoid or manage flood risk and reduce carbon emissions
h) Ensure development is served by necessary infrastructure and encourage innovation
i) Locate development to utilise existing and planned infrastructure effectively
j) Ensure development is deliverable



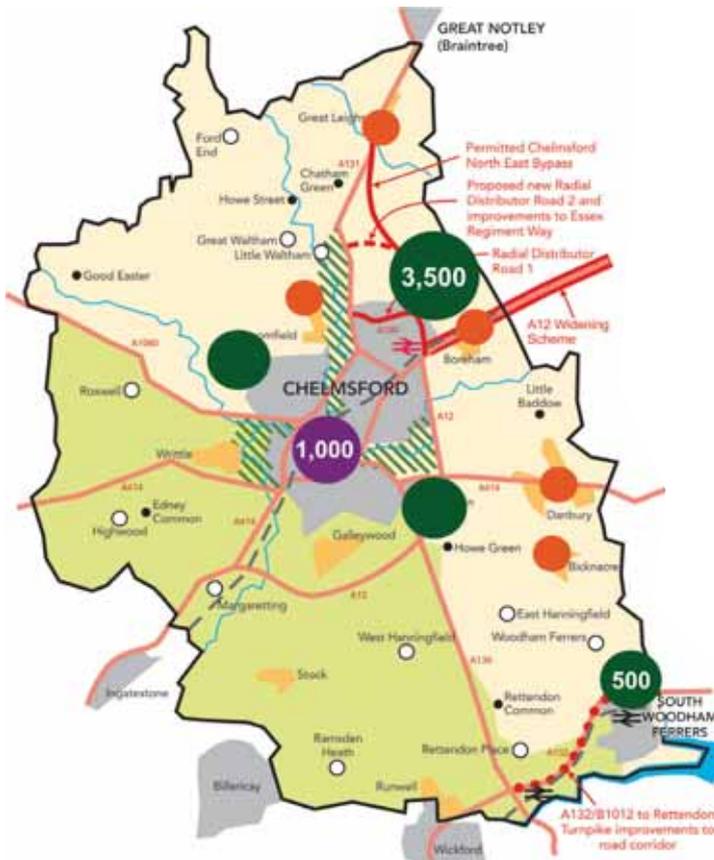
# Where could growth be located?

There are several ways that growth can be accommodated, and therefore where sites are allocated. We consider an area's population, proximity to facilities, wellbeing of residents, land availability, what you tell us during the consultation, and lots of evidence on important matters.

We are looking at different approaches to see how the growth we need can be accommodated. The five approaches (referenced A to E) set out the same amount of growth but use different types of location. We do not identify any preferred options or specific development sites. We have shown an indicative number of homes for each location, which will be refined and informed by the results of the consultation and the evidence.

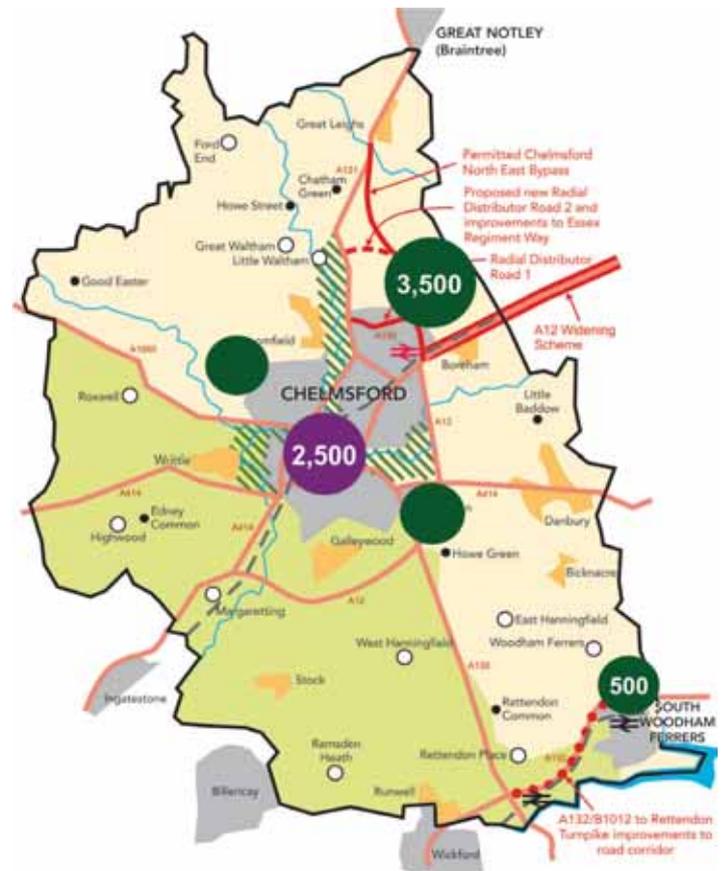
None of these include areas in the Green Belt, which is not being considered for new development allocations.

The feedback we receive during the consultation will be key to deciding which approach to follow, which might not be one of the five listed, but a combination of the most sustainable and deliverable elements.



## Approach A – Growing the existing strategy -

This continues the approach already being used in the adopted Local Plan, with new allocations on previously developed land (1,000) and at larger villages (1,500 in total across one or more of the settlements of Bicknacre, Boreham, Broomfield, Danbury or Great Leighs) and expanding allocated sites (1,500 in total across West and East Chelmsford, 500 at South Woodham Ferrers and 3,500 at Chelmsford Garden Community).



## Approach B – Concentrating growth in urban areas -

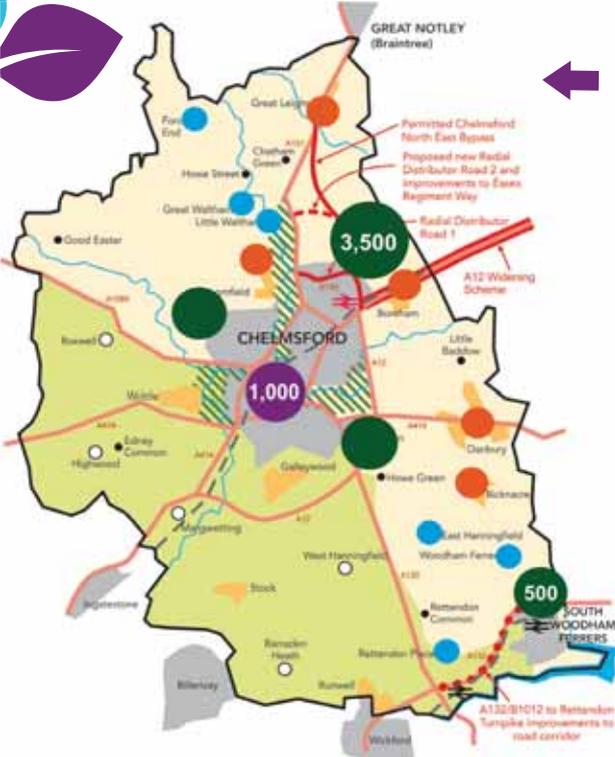
This continues the approach already being used in the adopted Local Plan, but maximises development in the City Centre and urban area (2,500) and expands allocated sites (1,500 in total across West and East Chelmsford, 500 at South Woodham Ferrers and 3,500 at Chelmsford Garden Community).



# Where could growth be located?

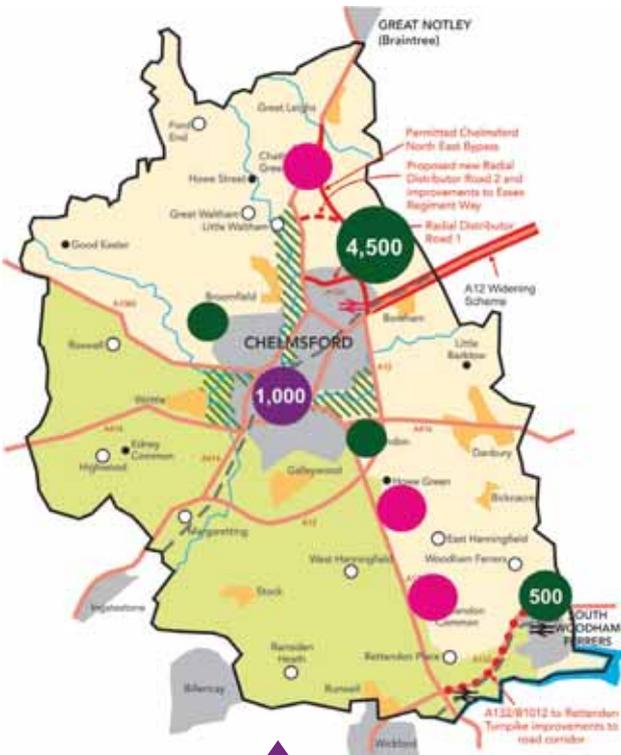
## Approach C – Exploring a wider strategy -

This continues the approach already being used in the adopted Local Plan, with new allocations on previously developed land (1,000) and at larger villages (1,000 in total across one or more settlements of Bicknacre, Boreham, Broomfield, Danbury or Great Leighs), and expanding allocated sites (1,500 in total across West and East Chelmsford, 500 at South Woodham Ferrers and 3,500 at Chelmsford Garden Community). In addition, it proposes some development at smaller villages (500 in total across one or more settlement of East Hanningfield, Ford End, Gt Waltham, Lt Waltham, Rettendon Place and Woodham Ferrers).



## Approach E – Exploring a new settlement -

This continues the approach already being used in the adopted Local Plan, with new allocations on previously developed land (1,000) and expanding the Chelmsford Garden Community (3,000). In addition, it proposes a large new settlement/garden community (4,000 at Hammonds Farm, east of A12/north of A414).



## Approach D – Exploring growth along transport corridors -

This continues the approach already being used in the adopted Local Plan, with new allocations on previously developed land (1,000), expanding allocated sites (500 in total across West and East Chelmsford, and 500 at South Woodham Ferrers), and maximising growth at Chelmsford Garden Community (4,500). In addition, it proposes some growth along main transport corridors (1,500 in total across one or more settlement of Chatham Green, Howe Green and Rettendon Common).

# Sustainable development

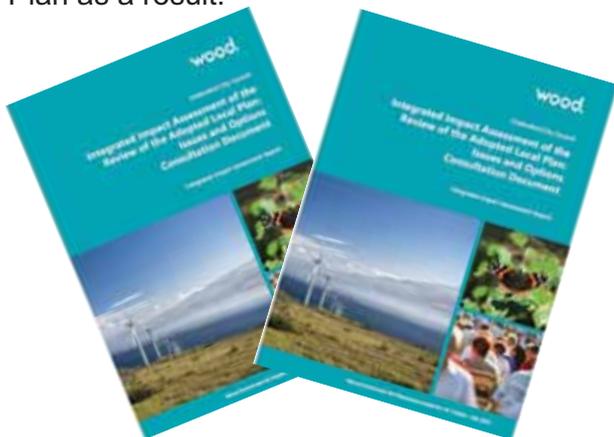
It's very important to make sure the Local Plan is focused on the most sustainable way of meeting the area's needs.

This covers a number of aspects, which we are reviewing through an independent Integrated Impact Assessment (IIA). This assesses social, economic and environmental effects of the review of the Local Plan, alongside health and equality impacts. We will be asking some separate questions about this as part of the consultation.

The IIA advises on ways in which any adverse effects could be avoided, reduced or mitigated or how any positive effects could be maximised. This helps us to ensure that any changes to the policies and allocations in the Local Plan are promoting sustainable development. The IIA covers the following:

- ✔ Sustainability Appraisal (SA)
- ✔ Strategic Environmental Assessment (SEA)
- ✔ Habitats Regulations Assessment (HRA)
- ✔ Health Impact Assessment (HIA)
- ✔ Equality Impact Assessment (EqIA).

This will be repeated at each stage of the Local Plan review. We will publish a report to accompany each consultation showing the assessment, the outcomes of previous consultation stages, how comments have been taken into consideration, and any changes which are proposed to the review of the Plan as a result.



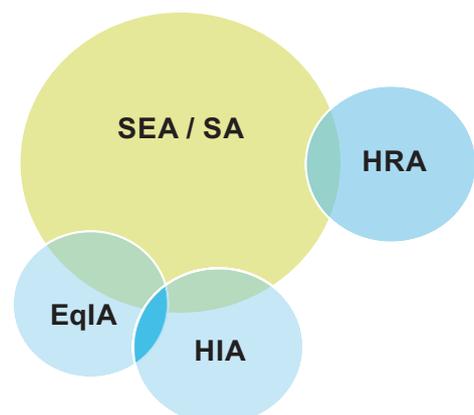
## Other evidence

Local Plans are not developed in isolation, they must be based on evidence. We will be updating some existing evidence base studies and producing some new ones to inform the review of the Local Plan. These include:

- ✔ Strategic Housing Needs Assessment
- ✔ Employment Needs Study
- ✔ Strategic Housing and Employment Land Availability Assessment (SHELAA)
- ✔ Retail and Leisure Needs Study
- ✔ Village/Settlement Audits
- ✔ Infrastructure Delivery Plan
- ✔ Viability Assessment
- ✔ Strategic Flood Risk Assessment
- ✔ Water Cycle Study
- ✔ Transport studies and highways modelling
- ✔ Heritage Impact Assessment
- ✔ Open Space Assessment.

These will all be published on our website as they are produced so you can see what we have based our decisions on. As the review progresses, we will also summarise key evidence into 'topic papers' which will give an overview of what the evidence is saying.

Overlap between the different forms of assessment





# How to comment

This is your opportunity to feed into the review process at an early stage and help to shape the plan and the future of your area.

You can view the consultation documents on our specially designed consultation portal [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)

The consultation documents are:

- Issues and Options Consultation Document 2022 (with questions included)
- Integrated Impact Assessment (IIA) of the Review of the Adopted Local Plan

Our preferred means of receiving comments is through the consultation portal. This ensures that your comments are recorded accurately and are processed quickly. This system also allows you to download the consultation documents and sign up for alerts to future consultation events.

You can also make comments:

- By email to [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)
- By post to Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE.

There will be opportunities to meet with planning staff face-to-face at public drop-in exhibitions or to attend a webinar during the consultation period.

We have also published a summary newsletter.

You can find out more on our website [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review)

**The consultation on the Issues and Options document runs for ten weeks from 10am on Thursday 11 August to 4pm on Thursday 20 October 2022.**

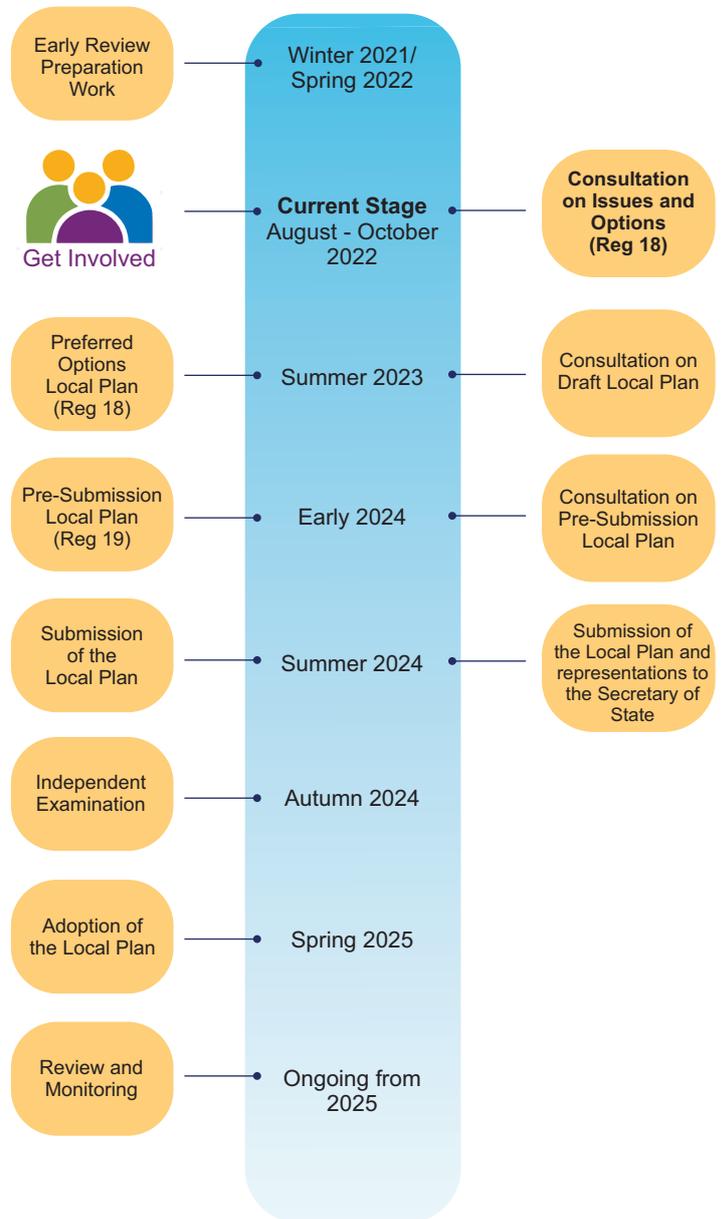
## What happens next

We will consider all the comments received alongside further studies, the findings of the IIA and national planning policy to develop preferred options and specific proposals for sites and policies.

This will be set out in a Preferred Options Review Plan, which will be published for public consultation in summer 2023.

The key stages in the new Local Plan preparation are:

### Timetable of Local Plan review





# Frequently Asked Questions

## What status does the Issues and Options Local Plan have?

In accordance with the NPPF, as this is the first stage of the Review of the Local Plan (which is early in the Plan making process) limited weight in the determination of planning applications will be given to this consultation document.

## What will happen to the current Local Plan?

The current adopted Local Plan will remain in place until such time as the review is complete. At this point the review Plan will replace the current adopted Local Plan.

## How can I bring land forward for development?

You can promote land to us through our Call for Sites facility. Sites submitted to us will be assessed through our Strategic Housing and Employment Land Availability Assessment (SHELAA) following the close of the Issues and Options Consultation.

More information can be found on our website at: <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/call-for-sites-shelaa-and-parish-maps/>

## What does the Review mean for Neighbourhood Planning?

South Woodham Ferrers and Writtle have adopted Neighbourhood Plans which form part of the adopted Local Plan. They will be checked when the reviewed Local Plan is adopted to ensure they remain compatible.

Work will continue on the emerging Neighbourhood Plans for Boreham, Broomfield, Danbury, East Hanningfield, Little Baddow, and Sandon. They will need to reflect the current stage of the review of the Local Plan as they progress.

## What has new development brought to Chelmsford?

The priorities of the adopted Local Plan, delivery of allocated sites and developer contributions are bringing new development, improvements and infrastructure to Chelmsford, including:

- Housing and commercial development
- Community facilities
- Transport infrastructure
- Community Infrastructure Levy (CIL) contributions.

## Are there other Local Plan exhibitions?

We have rearranged in-person exhibitions at the Chelmsford Council Chamber to the following dates:

- Friday 7th October 2022, 11am to 2pm
- Saturday 8th October 2022, 10am to 1pm





# Review of Chelmsford Local Plan

Chelmsford City Council is reviewing its adopted Local Plan. This will set out where new development will take place up to 2041.



Find out more at  
[www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review)  
Get involved by registering at  
[www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)



**POP-UP STANDS ON SITE**



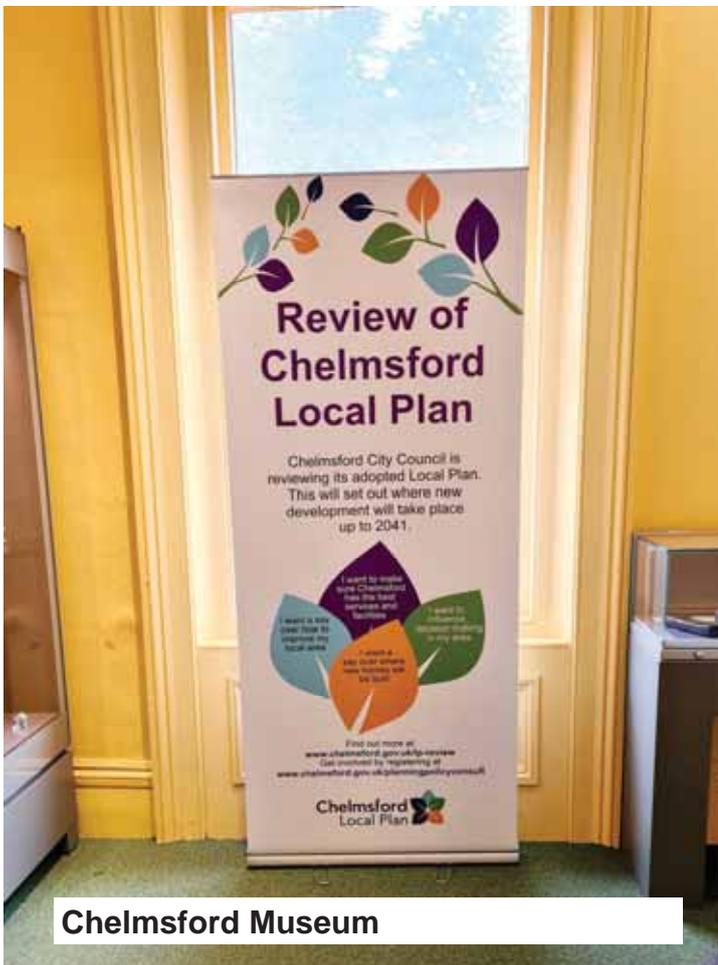
**Chelmsford Sport and Athletics Centre**



**Riverside Leisure Centre**



**South Woodham Ferrers Leisure Centre**



**Chelmsford Museum**

Click on the link, or copy and paste into your browser, to view the consultation materials.

Local Plan Video: <https://youtu.be/ZGpTRMhDIhw>



Online virtual exhibition: <https://chelmsford.vercel.app/>



# Review of the Chelmsford Local Plan - Get involved now!

The Council's Local Plan was adopted in 2020 and guides growth and development across Chelmsford City Council's area to 2036. It sets out how much new development is needed and identifies land for housing, schools, shops and jobs as well as areas for protection, such as open space and sites important for wildlife.

The Council is commencing a review of its adopted Local Plan with the first Issues and Options consultation running from 11 August to 6 October 2022.

The review process is expected to result in changes to the adopted Local Plan – but we are not working on a completely new plan from scratch. It is also not a reopening of any debates about already allocated sites.

The purpose of the consultation is to ensure that the review covers the right issues and that all suitable options for accommodating change are considered. The main areas we are consulting on include:

- Updated challenges and opportunities to address over the reviewed Local Plan period to 2041
- Updated draft Strategic Priorities
- New draft Vision
- The approach to calculating future development requirements, including homes and jobs
- Spatial Approaches for accommodating additional future development growth, and
- The approach to reviewing planning policies.

For more information go to [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review)

## Why should I get involved?

I want to make sure Chelmsford has the best services and facilities

I want a say over how to improve my local area

I want a say over where new homes will be built

I want a say on local planning policies

I want to influence decision-making in my area

I want to make sure Chelmsford continues to be a place where I enjoy living and working

**Chelmsford**  
Local Plan 

Essex Chronicle 11 August 2022

# Review of the Chelmsford Local Plan - CONSULTATION PERIOD EXTENDED TO 20 OCTOBER 2022 & NEW EXHIBITION DATES

Thank you to those who have already made comments. If you haven't yet it's not too late!

The Council's Local Plan was adopted in 2020 and guides growth and development across Chelmsford City Council's area to 2036. It sets out how much new development is needed and identifies land for housing, schools, shops and jobs as well as areas for protection, such as open space and sites important for wildlife.

The Council is commencing a review of its adopted Local Plan with the first Issues and Options consultation running from 11 August to the extended date of 20 October 2022.

The review process is expected to result in changes to the adopted Local Plan – but we are not working on a completely new plan from scratch. It is also not a reopening of any debates about already allocated sites.

The purpose of the consultation is to ensure that the review covers the right issues and that all suitable options for accommodating change are considered. The main areas we are consulting on include:

- Updated challenges and opportunities to address over the reviewed Local Plan period to 2041
- Updated draft Strategic Priorities
- New draft Vision
- The approach to calculating future development requirements, including homes and jobs
- Spatial Approaches for accommodating additional future development growth, and
- The approach to reviewing planning policies.

For more information visit our virtual exhibition at <https://chelmsford.vercel.app/>, or go to [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review)

In-person public exhibitions rescheduled at The Civic Centre, Duke Street, Chelmsford, CM1 1JE on the following dates and times:

- Friday 7th October 2022, 11am to 2pm
- Saturday 8th October 2022, 10am to 1pm

## Why should I get involved?

I want to make sure Chelmsford has the best services and facilities

I want a say over how to improve my local area

I want a say over where new homes will be built

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I want to influence decision-making in my area

I want to make sure Chelmsford continues to be a place where I enjoy living and working

**Chelmsford**  
Local Plan 

Essex Chronicle 22 September 2022

17 January 2023 3:20 pm

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News

# Chelmsford City Council reviews Local Plan to address climate and affordable housing crises



By **Charlotte Maltby**

0 JUL 6, 2022

business, consultation, green spaces, housing, leisure



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### Travel

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"We will be starting the formal consultation on 11 August, and it will run for eight weeks to give people time to take part.

"There are five broad approaches to allocating growth around the district and no decisions have been made about any of this. The Local Plan review is an open consultation, and I really urge all residents to take part.

"We will ensure there will be lots of opportunities for you to get involved. You can listen online when the review is discussed at the Chelmsford Policy Board on 14 July, and we'll regularly remind you about it on social media. Don't forget, you can read all [the documents](#) on the council website."

## More details about the consultation soon

We'll have an update on the Local Plan review consultation soon and we'll be streaming the council's policy board meeting on 14 July. Details of how to tune in will be posted on the [Chelmsford City Council website](#).



[Chelmsford City Council recommended to object to new power line proposals](#)

[Live music grant for Hylands Estate](#)



By **Charlotte Maltby**

Charlotte writes stories about recycling and waste, parks, economic development, local democracy and planning.

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five years. As Chelmsford City Council adopted its Local Plan in May 2020, the council must review it by May 2025 and that needs to start now, to properly involve the community.

To address changes in council and government policy, growing population and other issues including the climate crisis, the review extends the document to 2041. When extending the framework by five years, the council has to take into account rising population and growth in the city, so must recalculate housing demand. This affects how and where development should go.



## Your feedback will guide the Local Plan

The Local Plan allows local decision-making on how to meet a community's economic, environmental, housing and social needs. Following consultation in 2015 to 2018, the Council adopted the Local Plan 2013-2036 in May 2020.

**The council will be consulting with you on the review, and it is very important that you take part.**

Looking ahead, the council has developed five broad approaches to address the city's growth. Feedback from residents will guide the council on which approach the council should adopt or adopt a mix of approaches.

## Local Plan review consultation begins in August

At this early stage, the consultation document does not present updated policy or specific site allocations for housing or other uses. This will follow further work, feedback from this consultation and evidence gathering, and will be presented in the next stage which covers the preferred options. Throughout the document residents are asked questions to help capture views.

"Population and housing growth is inevitable," said **Cllr. Stephen Robinson, leader of Chelmsford City Council**. "It is vital that we guide that growth to address the climate and ecological emergency and the housing affordability crisis, and deliver the infrastructure and services we need to be a more connected community.

"We need you to help us make the important decisions and shape our future community," emphasised Cllr. Robinson.

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17 January 2023 3:13 pm

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# Chelmsford's future – have your say!

By **Charlotte Maltby**  
AUG 11, 2022 city, green spaces, planning



## Did you know that a lot of how Chelmsford develops in the next 20 years could be influenced by you?

The council has to have a Local Plan to guide its future growth so that Chelmsford is a greener, fairer and more connected community. **We want you to be part of this process.**

The Local Plan affects every resident of Chelmsford. It sets out how Chelmsford will grow, where businesses and homes will be located, and how we will protect our green environment and heritage.

The Government requires every council to have a local plan, otherwise developers and the Government can decide where to build houses.

## We're reviewing the plan

Councils have to review their local plan every five years. Chelmsford City Council adopted its current Local Plan in 2020 and must therefore start a review in order to complete it by 2025. The review will also extend the horizon of the Local Plan from 2036 to 2041.

This means we have to reassess our housing and employment needs to take into account projected rising population and growth in the city. So we're asking for your views.

https://citylife.chelmsford.gov.uk/2022/08/11/chelmsfords-future-have-your-say/7b5d5shAR0D6\_2jyWw0R7m5C\_Ngrw5E/VaZPSLkVg37wTBTKC3d7DE

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Share your LGBTQ+ journey for an exhibition coming to @ChelmsMuseum in June 2023. Co-produced by @EssexPride and @ChelmsMuseum.

Travel

## Where you can view Local Plan documents Online

You can view the consultation documents and make comments on the Council's planning policy consultation portal [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult).

They will also be available to read during [normal opening hours](#) at the Council's Customer Service Centre at the Civic Centre, Duke Street, Chelmsford.

You can view an online exhibition available during the consultation period – this can be found at [www.chelmsford.gov.uk/lp-exhibition](http://www.chelmsford.gov.uk/lp-exhibition).

## In person

We will also be holding in-person exhibitions at the Civic Centre. These exhibitions will provide an opportunity for you to find out more and discuss the consultation with a planning officer.

Exhibition dates are:

- Thursday 8 September 6pm – 9pm
- Friday 9 September 10am – 1pm
- Friday 9 September 2pm – 5pm
- Saturday 10 September 10am – 1pm

## How to respond with your views

- Via our consultation portal at [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)
- By email to [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)
- By post to Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE.

All comments will be used to inform the next stage of the process which is when the council chooses its preferred option.

## What has the plan delivered so far?

Feedback from earlier consultations is already reflected in the current plan. It has delivered new space for business and employment, 5,000 homes to cater for different household sizes, including affordable housing, and infrastructure such as schools and green spaces. It has expanded sustainable transport, including cycleways, with a new railway station in north Chelmsford planned to open in the next four years.



[Council calls for an end to major tax avoidance by businesses >](#)

https://citylife.chelmsford.gov.uk/2022/08/11/chelmsfords-future-have-your-say/7b5d5shAR0D6\_2jyWw0R7m5C\_Ngrw5E/VaZPSLkVg37wTBTKC3d7DE

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## Options for Chelmsford's future growth

Looking ahead, the council has developed **five different approaches** that could be followed to address the city's growth. **It is likely that the preferred approach might not be one of the five listed, but a combination of the most sustainable and deliverable elements.**

The consultation is not a vote on which specific location is the most or least popular, but a way of assessing issues and finding the most sustainable overall strategy for delivering the area's needs. That includes our environment, infrastructure, business and education opportunities.

This is the first stage of consultation, so there will be many opportunities to be involved. There will be further consultations as the plan evolves and you will be asked for your views along the way.



## Public consultation – your voice counts

Starting Thursday, 11 August you can have your say as the council starts its public consultation on the review.

“Chelmsford City Council must address the climate & ecological emergency, the housing crisis and the need to create a more connected community. In addition, the council must take into account Government legislation and other council policies. We need to build communities (with infrastructure) not just houses.”

“The council wants input from residents to help shape the city for current and future generations and to guide how to address these priorities. This is your opportunity to influence the future of your city, so it's really important that you do have your say. There are many ways you can get involved, so do please take part in this consultation.”

*Cllr Stephen Robinson, Leader, Chelmsford City Council*

## Consultation starts Thursday 11 August

There will be many opportunities to find out more and voice your views.

The consultation on the Issues and Options document runs for an extended period of eight weeks from **10am on Thursday 11 August to 4pm on Thursday 6 October 2022.**

https://citylife.chelmsford.gov.uk/2022/08/11/chelmsfords-future-have-your-say/7b5d5shAR0D6\_2jyWw0R7m5C\_Ngrw5E/VaZPSLkVg37wTBTKC3d7DE

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## « Gaia comes to Chelmsford Cathedral.



By **Charlotte Maltby**  
Charlotte writes stories about recycling and waste, parks, economic development, local democracy and planning.

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17 January 2023 3:12 pm

News

# Open house about Chelmsford's future



By Charlotte Maltby

SEP 6, 2022 | culture, democracy, green spaces, housing, planning



Now is your chance to speak to the team who are reviewing proposals for Chelmsford's future to 2041 as part of our Local Plan. The plan will affect everyone who lives, works or studies in Chelmsford.

What will it mean for you?

## Options for Chelmsford's future growth

The Local Plan will shape how Chelmsford develops in the next 20 years.

The council has developed **five different approaches** that could be followed to address the city's growth. **It is likely that the preferred approach might not be one of the five listed, but a combination of the most sustainable and deliverable elements.**

The consultation is not a vote on which specific location is the most or least popular, but a way of assessing issues and finding the most sustainable overall strategy for delivering the area's needs. That includes our environment, infrastructure, business and education opportunities.

## Speak to us: 8-10 September

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Share your LGBTQ+ journey for an exhibition coming to @ChelmsMuseum in June 2023

Co-produced by @EssexPride and @ChelmsMuseum. Behind the Rainbow will share experiences of LGBTQ+ people in Chelmsford and Essex.

Travel



The first public consultation about the review of the plan will run until 6 October. [The Local Plan is reviewed every five years](#), so don't miss the chance to have your say at this stage.

We'll be inviting you into the Civic Centre this week to meet our policymakers. They'll be available at a real time exhibition to tell you more and help with any questions you may have.

There are three dates to choose from:

Thursday 8 September 6pm – 9pm

Friday 9 September 10am – 1pm

Friday 9 September 2pm – 5pm

Saturday 10 September 10am – 1pm

The exhibition will be at the Civic Centre, Duke Street, Chelmsford, CM1 1JE.

## Virtual tour of the Local Plan review

If you can't get to one of these sessions, don't worry, you can view a virtual exhibition online. This will allow you to see the proposals and options and explains how you can take part in the consultation: <https://chelmsford.vercel.app/>



The full Local Plan document is available online: [Local Plan Review 2022 – Chelmsford City Council](#). However, to make it more convenient, the exhibition offers a summary where you can focus on the area that is most relevant to you.

## We're reviewing the plan

The council has to have a Local Plan to guide its future growth so that Chelmsford is a greener, fairer and more connected community. Without an up-to-date local plan, the council could have very little influence over the location of new development and the provision of infrastructure.

Councils have to review their local plan every five years. Chelmsford City Council adopted its current Local Plan in 2020 and must therefore start a review in order to complete it by 2025. The review will also extend the horizon of the Local Plan from 2036 to 2041.

This means we have to reassess our housing and employment needs to take into account projected rising population and growth in the city. So we're asking for your views.

## Have your say on Chelmsford's future

This is the first stage of consultation, so there will be many opportunities to be involved. There will be further consultations as the plan evolves and you will be asked for your views along the way.

“Chelmsford City Council must address the climate and ecological emergency, the housing crisis and the need to create a more connected community. In addition, the council must take into account Government legislation and other council policies. We need to build communities (with infrastructure) not just houses.”

The council wants input from residents to help shape the city for current and future generations and to guide how to address these priorities. This is your opportunity to influence the future of your city, so it's really important that you do have your say. There are many ways you can get involved, so do please take part in this consultation.”

Cllr Stephen Robinson, Leader, Chelmsford City Council

## Where to view documents

You can view the consultation documents and make comments on the Council's planning policy consultation portal [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult).

They will also be available to read during [normal opening hours](#) at the Council's Customer Service Centre at the Civic Centre, Duke Street, Chelmsford.

You can view an online exhibition available during the consultation period – this can be found via our website at [www.chelmsford.gov.uk/lp-exhibition](http://www.chelmsford.gov.uk/lp-exhibition).

## How to respond with your views

- Via our consultation portal at [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)
- By email to [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)
- By post to Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE.

All comments will be used to inform the next stage of the process which is when the council chooses its preferred option.

## What has the plan delivered so far?

Feedback from earlier consultations is already reflected in the current plan. It has delivered new space for business and employment, 5,000 homes to cater for different household sizes, including affordable housing, and infrastructure such as schools and green spaces. It has expanded sustainable transport, including cycleways, with a new railway station in north Chelmsford planned to open in the next four years.

Facebook Twitter Instagram LinkedIn

[Gaja comes to Chelmsford Cathedral >](#)

[« A statement from the Mayor and people of Chelmsford](#)



By Charlotte Maltby

Charlotte writes stories about recycling and waste, parks, economic development, local democracy and planning.

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17 January 2023 3:16 pm

News

# Local Plan review consultation extended

By **Charlotte Maltby**  
SEP 23, 2022 city, green spaces, housing, planning



Owing to the period of national mourning for Her Majesty Queen Elizabeth II, we postponed some scheduled drop-in exhibitions about our Local Plan review.

The consultation period for the review has consequently been extended until 4pm on 20 October 2022 and new dates have been announced for the drop-in sessions.

## New drop-in exhibition dates

The rescheduled drop-in exhibitions at the Civic Centre (Duke Street, Chelmsford, CM1 1JE) will take place on the following dates:

- Friday 7 October 11am to 2pm
- Saturday 8 October 10am to 1pm

Come along and speak to the team who are reviewing proposals for Chelmsford's future to 2041.

## Local Plans decide where new developments go

This won't be the only chance to have your say on Chelmsford's future, but it is an important one. **Local Plans decide where new development goes in principle and once sites are allocated it means they will almost certainly be developed.**

<https://citylife.chelmsford.gov.uk/2022/09/23/local-plan-review-consultation-extended/>



## Where to view documents

You can view the consultation documents and make comments on the Council's planning policy consultation portal [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult).

They'll also be available to read during [normal opening hours](#) at the Council's Customer Service Centre at the Civic Centre, Duke Street, Chelmsford.

## How to respond with your views

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- By email to [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)
- By post to Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE

All comments will be used to inform the next stage of the process which is when the council chooses its preferred option.



[Mayor of Chelmsford leads city's Proclamation >](#)  
[< Chelmsford City Council wins case against ticket tout](#)



By **Charlotte Maltby**  
Charlotte writes stories about recycling and waste, parks, economic development, local democracy and planning.

### Related stories

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Jan 16, 2023  
Cherelle Nightingill

<https://citylife.chelmsford.gov.uk/2022/09/23/local-plan-review-consultation-extended/>

This is the [first stage of our current 5-yearly review](#) and there will be further steps before the Local Plan review is finalised, but **this is a crucial time to share your views on how and where the city develops.**

To help explain why the Local Plan is such a key part of our planning process and why you should get involved now, we've produced [this summary](#). It shows at a glance how residents' views feed into the different stages of planning the future of Chelmsford.



## Approaches for Chelmsford's future growth

The council has developed **five different approaches** that could be followed to address the city's growth. **It is likely that the preferred approach might not be one of the five listed, but a combination of the most sustainable and deliverable elements.**

The consultation is not a vote on which specific location is the most or least popular, but a way of assessing issues and finding the most sustainable overall strategy for delivering the area's needs. That includes our environment, infrastructure, business and education opportunities.

## Virtual tour of the Local Plan review

If you can't get to one of these sessions, don't worry, you can view a virtual exhibition online. This will allow you to see the proposals and approaches and explains how you can take part in the consultation: <https://chelmsford.vercel.app/>.

The full Local Plan document and more information is available [online on the Chelmsford City Council website](#).

### Tweets from @Essex\_Travel



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44

17 January 2023 3:22 pm

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News

# Chelmsford's future! Deadline approaching

By **Charlotte Maltby**  
OCT 14, 2022

## Consultation closes this Thursday, 20 October

The planning team at Chelmsford has been gathering views from across the city since August. Chelmsford has to have a **Local Plan** to guide future growth. We are reviewing the adopted Local Plan to ensure it remains up to date and continues to meet the changing needs of our residents.

**Our planners are urging residents: don't miss out on the last few days to have your say – it's your chance to help shape plans for your city's future!**



## Views will feed into evolving plan

One of the routes for feedback was a webinar held this week. Affordable housing, changing housing needs and sustainable transport infrastructure were some of the issues very much on people's minds. You can read points raised and responses here <https://www.chelmsford.gov.uk/media/232mjkl/issues-and-options-faq.pdf>

## What's important to you and your family?

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### Follow us on Twitter

**Tweets from @ChelmsCouncil**

Chel... @C... 1m

Over the weekend @ChelmsTheatre hosted its first shows following a six-month refurbishment. We're thrilled to share the first photos of the stylish new front-of-house spaces

### Travel

Make sure you take the opportunity to have your say too. **But hurry – it's the last few days of the first stage of public consultation on the current review of the plan – it ends at 4pm this Thursday, 20 October!**

This won't be the only chance to have your say on Chelmsford's future, but it is an important one. The Local Plan is reviewed once every five years, so now is a crucial time. There will be further steps as the Local Plan evolves, but this is the time to share your views about how and where the city develops.



## Approaches for Chelmsford's future growth

The council has developed five different approaches that could be followed to address the city's growth. It is likely that the preferred approach might not be one of the five listed, but a combination of the most sustainable and deliverable elements.

The consultation is not a vote on which specific location is the most or least popular, but a way of assessing issues and finding the most sustainable overall strategy for delivering the area's needs. That includes our environment, infrastructure, business and education opportunities.

## Virtual tour of the Local Plan review

You can view a virtual exhibition that summarises the plan online. This will allow you to see the proposals and approaches and explains how you can take part in the consultation: <https://chelmsford.vercel.app/>

The full Local Plan document and more information is available online on the Chelmsford City Council website.

### Tweets from @Essex\_Travel

Essex T... @... - 24m

Chelmsford - Slow moving traffic on the Baddow Bypass (A1114) towards the Army & Navy roundabout



## Where to view documents

You can view the consultation documents and make comments on the Council's planning policy consultation portal: [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)

They are also available to read during normal opening hours at the Council's Customer Service Centre at the Civic Centre, Duke Street, Chelmsford.

## How to respond with your views

Via our consultation portal at [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)

By email to <mailto:planning.policy@chelmsford.gov.uk>

By post to Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE

All comments will be used to inform the next stage of the process which is when the council chooses its preferred option.



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## Review of Chelmsford's Local Plan - get involved!

Chelmsford City Council's Local Plan was adopted in 2020 and it currently guides growth and development across Chelmsford City Council's area to 2036.



It sets out how much new development is needed and identifies land for housing, schools, shops, and jobs as well as areas for protection, such as open space and sites important for wildlife. The Government requires that all councils review their Local Plan every five years, so the review needs to be complete by May 2025. The first consultation stage towards updating the adopted Local Plan is open now and runs until 6 October 2022.

The consultation document only identifies broad locations rather than specific boundaries for development. Does the "**Issues and Options consultation**" document identify new development around South Woodham Ferrers?

**Yes, it does!** North of South Woodham Ferrers is identified as a location as having the potential for 500 new homes in Spatial Approaches A, B, C and D.

### Where to view and comment on the documents?

All information on this consultation is available at: [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review)

### View and Comment online

You are encouraged to view and comment online, using a specially designed Consultation Portal. This helps record comments accurately so they can be processed quickly.

Go to [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)

### View in person

Paper copies can be viewed at the City Council Customer Service Centre, Civic Centre, Duke Street, Chelmsford, CM1 1JE Monday to Friday 10am to 4pm (closed on bank holidays).

### Comment via email

Comments may be submitted by email: [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)

**Paper comments** - You can submit your comments by post or deliver them in person in the following ways:

**Post:** Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE

**By hand:** Monday to Friday 10am to 4pm - Customer Service Centre, Civic Centre, Duke Street, Chelmsford, CM1 1JE (outside of these hours you can use the post box outside the Customer Service Centre).

**Your Town Council will be making comments and also encourages residents to make their own comments directly to CHELMSFORD CITY COUNCIL.**

## South Woodham Focus 2 September 2022

### LOCAL PLAN ISSUES AND OPTIONS CONSULTATION

Local Plan Issues and Options Appendix 1 Policy Board 140722. A consultation has begun and residents are encouraged to read the consultation and take part. Please see link attached.

[Visit our website](https://focuspp.com) To view the documents from Chelmsford City Council.



<https://focuspp.com>

CUS

Council News

Residents can also view a hard copy of the document from the Town Council office at Champions Manor Hall. A visual display will be placed in the foyer (date to be confirmed with Chelmsford city Council) and this will be advertised when available on our website and on social media.

**South Woodham Focus 16 September 2022**



# Review of Chelmsford Local Plan – Get Involved Now!

The Council is starting a review of its adopted Local Plan. We would like your views on the key issues facing Chelmsford and options for planning the City's future – including the amount and potential locations for new development of homes, jobs and infrastructure.

Chelmsford's Local Plan was adopted in 2020 and guides growth and development across Chelmsford City Council's area to 2036. We are reviewing it to identify land for further housing, schools, shops and jobs as well as areas for protection, such as open space and sites important for wildlife, up until 2041.



## Have Your Say!

**The Issues and Options Consultation runs from 10am on Thursday 11 August 2022 until 4pm on Thursday 6 October 2022.**

Read and comment on the documents at [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult).

They will also be available to read during normal opening hours at the Council's Customer Service Centre in Chelmsford.

There is an online exhibition available during the consultation period – this can be found at [www.chelmsford.gov.uk/lp-exhibition](http://www.chelmsford.gov.uk/lp-exhibition).

We will also be holding in-person exhibitions at the Civic Centre. These exhibitions will provide an opportunity for you to find out more and discuss the consultation with a Planning Officer.

**Visit an exhibition:**

Thursday 8th September 2022	Civic Centre	6pm - 9pm
Friday 9th September 2022	Civic Centre	10am - 1pm
Friday 9th September 2022	Civic Centre	2pm - 5pm
Saturday 10th September 2022	Civic Centre	10am - 1pm

Find out more at [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review), telephone (01245) 606330 or email [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)



# EXAMPLES OF SOCIAL MEDIA POSTS



Chelmsford City Council  
August 11 at 12:07 PM · 🌐

What will #Chelmsford look like in 20 years' time?  
👉It's your city and now is the time to have your say👈  
We're looking at the Local Plan which will guide:... See more



Chelmsford City Council  
22h · 🌐

👉Don't miss your chance to have a say on #Chelmsford's future👈  
👉The consultation period on the Local Plan review has been extended👈  
👉We also have new dates for our drop-in sessions, when you can discuss proposals in the plan.👈  
👉Or you can visit the virtual exhibition which outlines proposals for the next 20 years.👈  
👉Read more here:

CITYLIFE.CHELMSFORD.GOV.UK  
Chelmsford  
The council h



CITYLIFE.CHELMSFORD.GOV.UK  
**Local Plan review consultation extended**  
The consultation period for the review has been extended until 20 October 2024

Chelmsford City Council  
4h · 🌐

Speak to us about plans for Chelmsford @ChelmsCouncil  
8-10 September

Come to the Civic Centre this week to talk about #Chelmsford's future. We're holding four sessions and it's your chance to see an exhibition and discuss proposals included in our Local Plan review which will guide the city's growth to 2041 and where future development will happen.👉... See more

CITYLIFE.CHELMSFORD.GOV.UK  
**Open house about Chelmsford's future**  
Now is your chance to speak to the team who are reviewing proposals for Chelmsford's future ...

Chelmsford City Council @ChelmsCouncil · Sep 16  
1/3

Owing to the period of national mourning for Her Majesty the Queen, our Local Plan review consultation has been extended.

The deadline to take part in the consultation is now 20 October.

Chelmsford City Council @ChelmsCouncil · Sep 16  
2/3

Drop-in sessions due to take place on 9 and 10 September have been rescheduled.

We will now be holding sessions on 7 and 8 October at the Civic Centre where you'll be able to see an exhibition of the Local Plan review, talk to planners and ask questions.

Chelmsford City Council @ChelmsCouncil · Sep 16  
3/3

There is no need to book, just come along to the Civic Centre: [chelmsford.gov.uk/.../getting-to-...](https://chelmsford.gov.uk/.../getting-to-...)

You can find out more about the Local Plan review and visit a virtual exhibition on the council website: [chelmsford.gov.uk/.../local-plan-...](https://chelmsford.gov.uk/.../local-plan-...)

Chelmsford City Council @ChelmsCouncil · Aug 12

Did you know that how #Chelmsford develops in the next 20 years could be influenced by you?

A consultation on the next phase of our Local Plan is running until 6 October and it's really important to have your say 🗣️

Find out more 📄

youtube.com  
Chelmsford's Local Plan - have your say  
Did you know that a lot of how Chelmsford develops in the next 20 years could be influenced by you? ...

Chelmsford City Council @ChelmsCouncil · Aug 12

Information about how to take part can be found at [chelmsford.gov.uk/ip-review](https://chelmsford.gov.uk/ip-review)

👉Please remember that only comments made via the official consultation can be accepted✅

👉Comments on social media cannot be considered❌

# Local Plan Review Newsletter

NUMBER 1 August 2022

## What is a Local Plan?

The Local Plan will shape future growth and development of the City Council's area. It sets out a positive vision, identifies where and how new development should take place in the future as well as areas and land uses that will be protected.

### Why are we reviewing the adopted Chelmsford Local Plan?

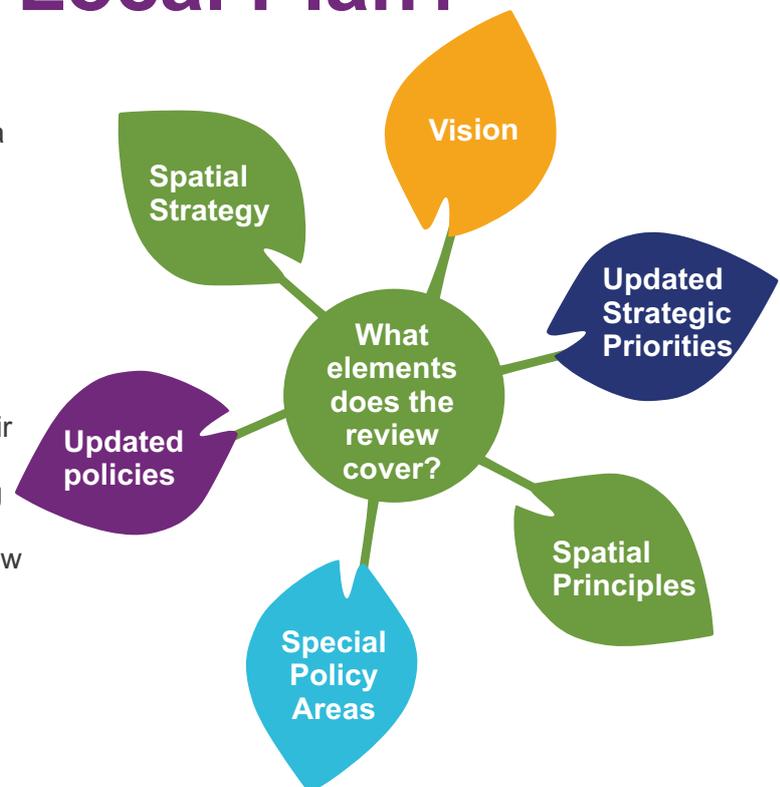
The Government requires all councils to review their Local Plan every five years. This will ensure that it remains up to date and continues to meet changing needs of our current and future residents. As we adopted the Local Plan in May 2020, we must review it by May 2025 and so the process is starting now.

This consultation, known as Issues and Options, is the first stage towards updating the adopted Local Plan and provides a starting point for engagement with our communities.

### What is included in the consultation?

The main areas we are consulting on are:

- Updated draft Strategic Priorities
- New draft Vision
- The approach to future development numbers, including homes and jobs
- Spatial Strategy Approaches for accommodating additional future growth to 2041
- The approach to reviewing our planning policies.



We think that many parts of the adopted Local Plan and its policies are still up to date and generally performing well, so may require no or only partial changes. Other parts, however, will need updating alongside additional new policies that are required to reflect the latest national planning policy requirements, the Council's latest ambitions and aspirations and to meet new development growth to 2041. Therefore, the review process is expected to result in changes to the adopted Local Plan – but we are not working on a completely new plan from scratch. It is also not a reopening of any debates about already allocated sites.

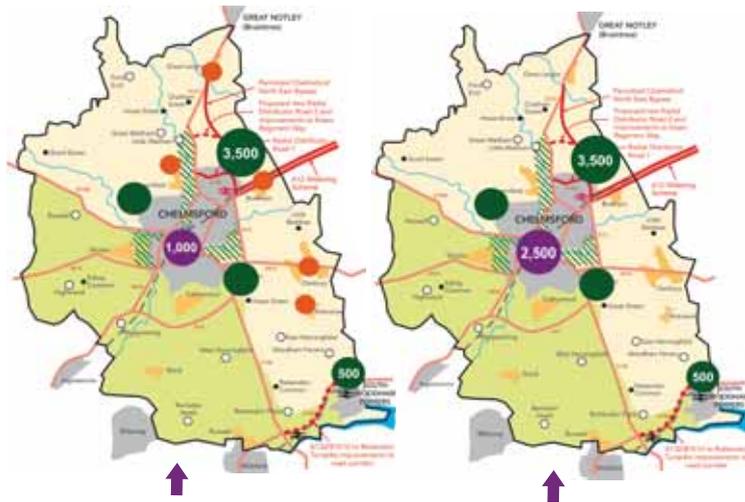


## What are the Spatial Strategy Approaches?

In reviewing the Local Plan, we propose to accommodate the growth needed until 2041. The consultation proposes we plan for an additional 7,966 homes over and above those allocated in the adopted plan - but our aim is to get the right type of development in the right places to meet the growing needs of local people and businesses while protecting our environment.

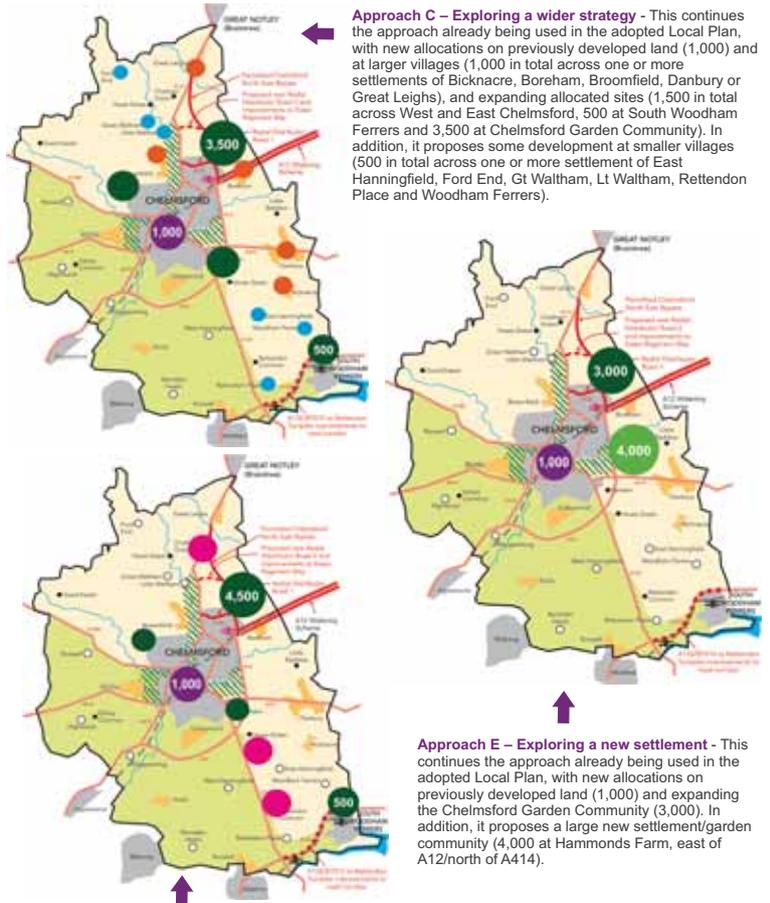
The consultation document sets out five approaches for accommodating the additional development growth needed. The approaches all set out the same amount of development overall, but use different elements of the locations for potential growth, which could also include new employment development. We are not considering growth in the Green Belt, which is the light green shading on the plans below.

This consultation does not identify any preferred options or specific development sites. The preferred approach will be informed by the outcome of this consultation and future evidence gathering.



**Approach A – Growing the existing strategy** - This continues the approach already being used in the adopted Local Plan, with new allocations on previously developed land (1,000) and at larger villages (1,500 in total across one or more of the settlements of Bicknacre, Boreham, Broomfield, Danbury or Great Leighs) and expanding allocated sites (1,500 in total across West and East Chelmsford, 500 at South Woodham Ferrers and 3,500 at Chelmsford Garden Community).

**Approach B – Concentrating growth in urban areas** - This continues the approach already being used in the adopted Local Plan, but maximises development in the City Centre and urban area (2,500) and expands allocated sites (1,500 in total across West and East Chelmsford, 500 at South Woodham Ferrers and 3,500 at Chelmsford Garden Community).



**Approach C – Exploring a wider strategy** - This continues the approach already being used in the adopted Local Plan, with new allocations on previously developed land (1,000) and at larger villages (1,000 in total across one or more settlements of Bicknacre, Boreham, Broomfield, Danbury or Great Leighs), and expanding allocated sites (1,500 in total across West and East Chelmsford, 500 at South Woodham Ferrers and 3,500 at Chelmsford Garden Community). In addition, it proposes some development at smaller villages (500 in total across one or more settlement of East Hanningfield, Ford End, Gt Waltham, Lt Waltham, Rettendon Place and Woodham Ferrers).

**Approach E – Exploring a new settlement** - This continues the approach already being used in the adopted Local Plan, with new allocations on previously developed land (1,000) and expanding the Chelmsford Garden Community (3,000). In addition, it proposes a large new settlement/garden community (4,000 at Hammonds Farm, east of A12/north of A414).

**Approach D – Exploring growth along transport corridors** - This continues the approach already being used in the adopted Local Plan, with new allocations on previously developed land (1,000), expanding allocated sites (500 in total across West and East Chelmsford, and 500 at South Woodham Ferrers), and maximising growth at Chelmsford Garden Community (4,500). In addition, it proposes some growth along main transport corridors (1,500 in total across one or more settlement of Chatham Green, Howe Green and Rettendon Common).

## What is the Integrated Impact Assessment (IIA)?

The IIA identifies the key sustainability issues for the review of the Local Plan. These feed into a framework against which the proposals will be assessed. It will cover the potential environmental, social, economic and health performance of the Local Plan and any reasonable alternatives. The IIA will assess the following aspects of sustainable development:

- Sustainability Appraisal (SA)
- Strategic Environmental Assessment (SEA)
- Habitats Regulations Assessment (HRA)
- Health Impact Assessment (HIA)
- Equality Impact Assessment (EqIA)

We will be consulting on the IIA as part of the Issues and Options consultation.

## What is the Local Plan timetable?



## Where can I view the consultation documents?

The consultation documents will be available to view and comment on the Council's planning policy consultation portal

[www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult).

They will also be available to read during normal opening hours at the Council's Customer Service Centre in Chelmsford.

There is an online exhibition available during the consultation period – this can be found at [www.chelmsford.gov.uk/lp-exhibition](http://www.chelmsford.gov.uk/lp-exhibition).

We will also be holding in-person exhibitions at the Civic Centre. These exhibitions will provide an opportunity for you to find out more and discuss the consultation with a Planning Officer.

In-person exhibition dates are:

- Thursday 8th Sept 6pm – 9pm
- Friday 9th Sept 10am – 1pm
- Friday 9th Sept 2pm - 5pm
- Saturday 10th Sept 10am – 1pm

**Have Your Say**

### Consultation dates and how to have your say

The consultation on the Issues and Options document runs for an extended period of eight weeks from 10am on Thursday 11 August to 4pm on Thursday 6 October 2022.

You can respond:

- Via our consultation portal at [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult).
- By email to [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)
- By post to Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE.

All comments will be used to inform the next stage of the process, the Preferred Options Review Plan.



This publication is available in alternative formats including large print, audio and other languages

Please call 01245 606330

Spatial Planning Services  
Directorate for Sustainable Communities  
Chelmsford City Council  
Civic Centre  
Duke Street  
Chelmsford  
Essex  
CM1 1JE

Telephone 01245 606330  
[planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)  
[www.chelmsford.gov.uk](http://www.chelmsford.gov.uk)

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A stylized plant with a green stem and several large, colorful leaves in shades of blue, green, yellow, and purple. The leaves are arranged in a fan-like pattern, with some overlapping. The plant is positioned on the left side of the page.

# Chelmsford Local Plan Preferred Options Consultation Document

March 2024

For Chelmsford Policy Board- 14 March 2024  
NOT FINAL CONSULTATION VERSION

*Our Planning Strategy 2022 to 2041*

**Chelmsford**  
Local Plan 

The logo for Chelmsford Local Plan, featuring a stylized plant with four leaves in shades of blue, green, purple, and yellow, arranged in a cross-like pattern.

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## Foreword

### **Guiding Chelmsford's growth to be a greener, fairer, more-connected community**

The City Council is reviewing its Local Plan to meet key aims; act on the climate and ecological emergency; tackle the housing affordability crisis; strengthen communities and the economy.

The Government says we must also review whether we have the right targets for creating new homes and jobs and they require us to do this every five years. As we adopted the current Local Plan in 2020, this review ensures that we can consult and involve the public properly before the five year period ends in 2025. The Council consulted on the main issues and options for this review in 2022. The consultation responses, alongside collected evidence and national policy, have been used to develop this Preferred Options document for further consultation.

The plan period extends to 2041 to ensure we plan for our community's needs well into the future. We are not fundamentally changing the general approach in the adopted Local Plan; we want to improve it to address our major challenges and take on board updated information.

### **Climate action**

As Chelmsford continues to develop, it is vital that we take this time to tackle the consequences of climate change and reduce our impact on the planet. The City Council declared a climate and ecological emergency in 2019 and is working to net zero its own carbon emissions by 2030, and provide leadership for us all to do the same as soon as possible.

The Preferred Options focuses on:

- integrating measures to enable these actions to happen, including the requirement for zero carbon developments
- boosting opportunities for active and sustainable travel
- requiring new tree planting, expanding natural habitats and biodiversity, and
- improving water efficiency.

### **Affordable homes and pride in Chelmsford's places**

We also have an ambition to tackle the challenges that face our economy, society and environment. We seek to deliver a plan that meets the needs of the community in terms of housing, employment and infrastructure.

Allocating land for housing and employment is key. However, it is also vital that we provide the infrastructure which supports that - schools, health facilities, shops, transport and more.

The Council places high importance on:

- maximising the delivery of affordable housing
- creating places which are easily accessible
- promoting walking, cycling and public transport
- securing developer contributions for infrastructure, and
- providing jobs for local residents.

## Foreword

This Preferred Options document sets out how to do more for our economy and job creation by proposing significant new land for employment and supporting local people to access the new jobs.

### More-connected community

In parallel, our proposed changes to the Local Plan will give opportunities for making better provision for our communities and building stronger, more-connected neighbourhoods. Such measures will further develop a sense of pride and deliver local facilities and services to support our communities.

The plan also goes further to enhance health and wellbeing and tackle health inequalities by

- promoting active lifestyles
- providing new spaces for play, recreation and sports, and
- creating a network of great places and spaces which promote social cohesion.

### Listening to your views

This is the second of three stages of consultation on the review of the plan. We are actively encouraging residents, businesses, developers and others to get involved and have a say on its content. Help us guide Chelmsford's growth to be a greener, fairer, more-connected community.



Stephen Robinson  
Leader of the Council



Ian Fuller  
Cabinet Member for a Growing Chelmsford

[Member.Enquiries@chelmsford.gov.uk](mailto:Member.Enquiries@chelmsford.gov.uk)

01245 606606

# 1 – Introduction



### About this document

**1.1** Chelmsford City Council has been at the forefront of plan-making in recent years and much of our planned development is either complete or well underway. To continue this success, it is important that we keep our plans up-to-date to ensure that Chelmsford remains a vibrant and attractive place to live, work and socialise. The Council's review of the Local Plan will update our planning framework to meet local development needs for the period 2022-2041 and will consist of a Written Statement (this document) and a Policies Map.

**1.2** As the County Town of Essex, with a strong economy, good transport connections, high quality of life and attractive environment, it is already a major draw for employment, shopping, leisure and one of the best places to live in the United Kingdom<sup>1</sup>. Over the coming decades, Chelmsford is forecast to be the major growth location for new homes and jobs in Essex.

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

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

**1.5** The Local Plan outlines the strategic priorities and long-term vision for Chelmsford and identifies locations for delivering housing and other strategic development needs such as employment, retail, leisure, community and transport development. It contains a Spatial Strategy to deliver this vision. The Local Plan sets out the amount and location of new development, and how places will change and be shaped throughout the Local Plan period and beyond. The Local Plan together with the adopted Minerals and Waste Local Plan, South East (Inshore) Marine Plan and any made (adopted) Neighbourhood Plans form the statutory Development Plan for the area. Planning applications will be determined against the Development Plan, unless material considerations deem otherwise. The Development Plan policies should be read as a whole and alongside the National Planning Policy Framework (NPPF).

**1.6** This Local Plan will run from when it is adopted until 2041. Having no growth is not an option, so we have the Local Plan to make sure development is properly planned. The aim is to get the right type of development in the right places to meet the growing needs of local people and businesses whilst protecting our environment.

**1.7** Once adopted this Local Plan will supersede the previously adopted Local Plan (2013-2036) and its Policies. A schedule of these superseded policies is included at Appendix A of this document.

---

1 The Sunday Times, 2019

**1.8** This consultation document identifies the number and locations for houses, employment and businesses we are planning for, along with all the other things needed to support growth, such as where children will go to school, where people will work, and how they will get around. It includes site allocation policies for future development including Strategic Growth Sites and Growth Sites. All site allocation policies within the Local Plan are also classified as Strategic Policies.

**1.9** The format of this document is set out below:

**Section 1** - introduces the Local Plan, its purpose, the Local Plan period, the Integrated Impact Assessment and community-led planning.

**Section 2** - sets out the ambitions for growth across Essex<sup>2</sup> as a whole and within the sub-areas of Northern and Central Essex. It describes how Chelmsford will continue to be a major focus for new growth within the County over the next 20 years and beyond, and how the Council will work with neighbouring authorities to plan positively for this. It also sets out information on the geography, demography and population of Chelmsford and identifies a series of challenges and opportunities that the Local Plan will address.

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

**Section 4** – sets out the long-term Vision and Spatial Principles for managing and accommodating growth within Chelmsford up to 2041 and beyond.

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

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

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

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

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

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

**Section 11** – the Draft Policies Map and inset maps, identify the spatial proposals of the Local Plan including site allocations and areas for protection. It also identifies sites in the Mineral Consultation and Safeguarding Areas.

<sup>2</sup> The reference to Essex in this document includes the Unitary Council areas of Southend-on-Sea and Thurrock often referred to as Greater Essex

### What stage are we at?

**1.10** This document is the Review of the Adopted Local Plan - Preferred Options Consultation Document. It has been prepared following the Issues and Options public consultation in 2022.

**1.11** That Issues and Options consultation was the first stage towards updating the adopted Local Plan and provided a starting point for engagement with our communities. The main purpose of the document was to ensure that we covered the right issues and that all suitable options for accommodating change were considered. The main areas we consulted on were:

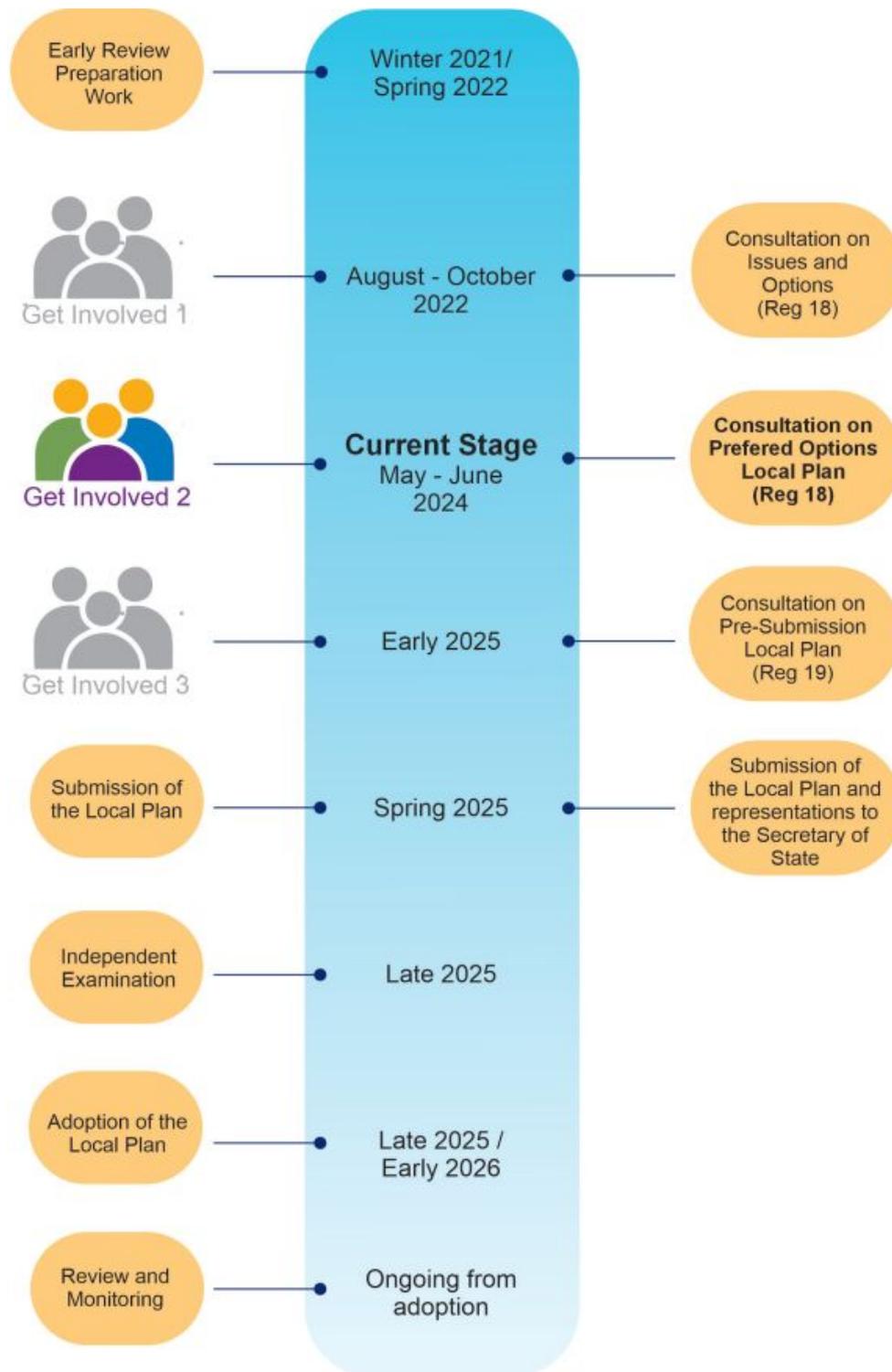
- Updated draft Strategic Priorities
- New draft Vision
- The approach to calculating future development requirements, including homes and employment
- The approach to reviewing our planning policies
- Different spatial approaches for accommodating the additional development growth needed to 2041.

**1.12** All the comments received have been considered as part of drafting this Review of the Adopted Local Plan - Preferred Options Consultation Document. More information on how these comments have been used can be found in the Issues and Options 'You Said, We Did' feedback report which have been published on our website at: [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review)

### What is the timetable for the Local Plan review?

**1.13** There are a lot more stages to go through until the Local Plan can be adopted. This is the second of three rounds of public consultation on draft versions of the plan prior to its submission for examination by an independent Planning Inspector. The diagram below shows where we are now, and the work we still have to do. The detailed timetable is set out within our Local Development Scheme, which is available to view online at: <https://www.chelmsford.gov.uk/media/ew4mbrsr/chelmsford-local-development-scheme-2023-2028.pdf>

Figure 1 : Local Plan Timetable



### How can I have my say?

**1.14** This is the second of three public consultations towards the review of the adopted Local Plan. It is your opportunity to feed into the review process and help to shape the plan and the future of your area.

Consultation on the Review of the Adopted Local Plan – Preferred Options will run for a period of six weeks from XXX to XXX

Our preferred means of receiving comments is through our consultation portal at [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult). This ensures that your comments are recorded accurately and are processed quickly. This system also allows you to download the consultation documents and sign up for alerts to future consultation events.

Alternatively, you can submit your comments by: Email to [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk) Post to Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE.

You can comment on as much or as little as you wish but please ensure you clearly mark which paragraph/figure/table/policy your comments relate to.

Please note we are unable to accept anonymous representations and any comments received after the closing date cannot be accepted.

Full details of how to make comments can be found in the Consultation Statement available at XXXX

**1.15** Alongside this Preferred Options consultation, we are consulting on an Integrated Impact Assessment (IIA). This encompasses the sustainability appraisal, strategic environmental assessment, habitats regulations assessment, health impact and equality assessment of the review of the adopted Local Plan, and you can read and comment on it using the details above.

**1.16** There will also be opportunities to meet with planning staff face-to-face at a public drop-in exhibition during the consultation period. Please visit our website for details at [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review).

**1.17** To find out more about how to use the consultation portal, please read our user guide: [www.chelmsford.gov.uk/lp-portal-guide](http://www.chelmsford.gov.uk/lp-portal-guide).

**1.18** If you are experiencing problems, you can contact us (<https://forms.chelmsford.gov.uk/contactus-planning/>) or call our helpline on 01245 606330.

## What happens next?

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

**1.20** Comments received to this consultation will be published on the Council's consultation portal in accordance with the Data Protection Act. The comments, together with evidence base studies, will inform the preparation of the next stage of the review of the adopted Local Plan. There will be further consultation and engagement on the later stages.

**1.21** A feedback report summarising the main issues raised in the consultation responses will be published on our website.

## What has been considered?

### National Planning Policy

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

### How we have assessed environmental impacts

**1.22** An Integrated Impact Assessment (IIA) has been undertaken by specialist consultants on behalf of the Council.

**1.23** The IIA assesses the site options and policies set out in this Preferred Options Local Plan against a range of social, environmental, economic, health and equality indicators and helps to identify all the likely significant effects. The IIA advises on ways in which any adverse effects could be avoided, reduced or mitigated or how any positive effects could be maximised. The Council is seeking views on the Preferred Options IIA as part of this consultation.

**1.24** A Habitats Regulations Assessment (HRA) also accompanies the Preferred Options Local Plan. This assesses whether the new Local Plan would adversely affect a European habitat site. These include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites, for example, the Crouch and Roach Estuaries in South Woodham Ferrers. The HRA advises whether there are any likely significant effects on European habitat sites and sets out appropriate mitigation strategies where adverse effects are identified.

**1.25** The Council will take into account the findings of the IIA and HRA assessments when updating the Local Plan, alongside national policy and guidance, our evidence base and formal consultation responses.

**1.26** The IIA and HRA are available to view on our website at [www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/local-plan-review-2022/](http://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/local-plan-review-2022/)

## 1 - Introduction

### How we have engaged with other Councils and partners

**1.27** The Council is committed to co-operate with other councils and key organisations on strategic planning issues under the Duty to Co-operate. The Council has complied with the 'Duty to Co-operate'. This has made sure that issues such as providing land for new homes, employment, infrastructure, and managing flood risk are properly co-ordinated. The Council has led discussions with a number of key partners including other local planning authorities, Essex County Council and National Highways. Further joint working will continue.

**1.28** The Council's approach to this positive engagement has been detailed throughout the plan making process in the Duty to Co-operate Strategy and Duty to Co-operate Position Statement, which details who we have engaged with, when and what methods were used. The Council will continue to have regard to other authorities' plans. This includes neighbouring authorities' Local Plans, Essex County Council's Minerals and Waste Plans, and strategies of any other relevant bodies.

### What evidence have we used?

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

### Topic Papers

**1.30** We have produced a range of Topic Papers to set out how the review of the Local Plan has been developed. These have been refreshed and updated to support the preferred options consultation with the latest information/position. Topic Papers provide background information and further explanation, but they do not contain any policies, proposals, or site allocations. The Topic Papers are on the Spatial Strategy and Integrated Impact Assessment, Climate Change, Housing, Employment, Health and Wellbeing, Natural Environment, Historic Environment, Infrastructure and Transport can be viewed on the evidence base page of the Council's Local Plan website.

**1.31** All key Evidence Base documents prepared to support this Preferred Options Local Plan can be viewed on our website.

### Essex Minerals Local Plan 2014

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

**1.33** There are active quarry sites in Chelmsford as well as currently unworked sand and gravel deposits which are subject to a Minerals Safeguarding policy within the MLP. The safeguarding policy requires that the Minerals Planning Authority - Essex County Council -

be consulted on development proposals covering 5 hectares or more within the sand and gravel Minerals Safeguarding Area.

**1.34** The requirements of the MLP need to be considered where a development falls within a Minerals Safeguarding Area. Essex County Council must be consulted on all non-mineral related development proposed within these Safeguarded Areas. The Policies Map in Section 11 identifies the relevant Minerals Safeguarding Areas.

**1.35** The MLP also designates Mineral Consultation Areas at a distance of 250m around active quarries, mineral infrastructure and mineral deposits permitted for extraction. Essex County Council must be consulted on all non-mineral related development proposed within these Consultation Areas. The latest Minerals Local Plan, which can be found at <https://www.essex.gov.uk/planning-land-and-recycling/planning-and-development/minerals-and-waste-planning-policy/existing> identifies existing and allocated Minerals sites and their relevant Consultation Areas within the Council's area.

### **Essex and Southend-on-Sea Waste Local Plan**

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

**1.37** The WLP proposes new waste development in Chelmsford at two locations: Sandon Quarry and Blackley Quarry, Great Leighs.

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

**1.39** The WLP also designates Waste Consultation Areas at a distance of 250m around permitted and allocated waste management facilities. Essex County Council must be consulted on all non-waste related development within these areas to ensure that the proposed development would not adversely impact on their existing or future operation. The latest Waste Local Plan, which can be found at <https://www.essex.gov.uk/planning-land-and-recycling/planning-and-development/minerals-and-waste-planning-policy/waste-local>, identifies existing Waste sites and their relevant Consultation Areas within the Council's area.

### **South East (Inshore) Marine Plan**

**1.40** The Marine Plan's jurisdiction overlaps with the Local Planning Authority's responsibilities (which extend to mean low water) and due regard must be paid to the Marine Plan. The Marine Plan will at a local level be implemented in accordance with the national Marine Policy Statements. The South East (Inshore) Marine Plan, will be considered alongside

## 1 - Introduction

the Local Plan, to provide a consistent approach for planning on land, and within the inter-tidal and marine environment.

### Planning Validation Requirements

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

**1.42** The supporting documents which the Council can require to validate an application include a Design and Access Statement, Health Impact Assessment, Biodiversity Survey and Report, Heritage Statement, Agricultural Land Classification Survey, Transport Assessment and Travel Plan, and Land Contamination Assessments.

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

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

**1.44** These community groups can prepare the following:

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

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

**1.46** Neighbourhood Plans have been 'made' (adopted) for South Woodham Ferrers, Writtle, Little Baddow and Sandon. The areas covered by these plans are shown on the Policies Map.

## 2 – About Chelmsford



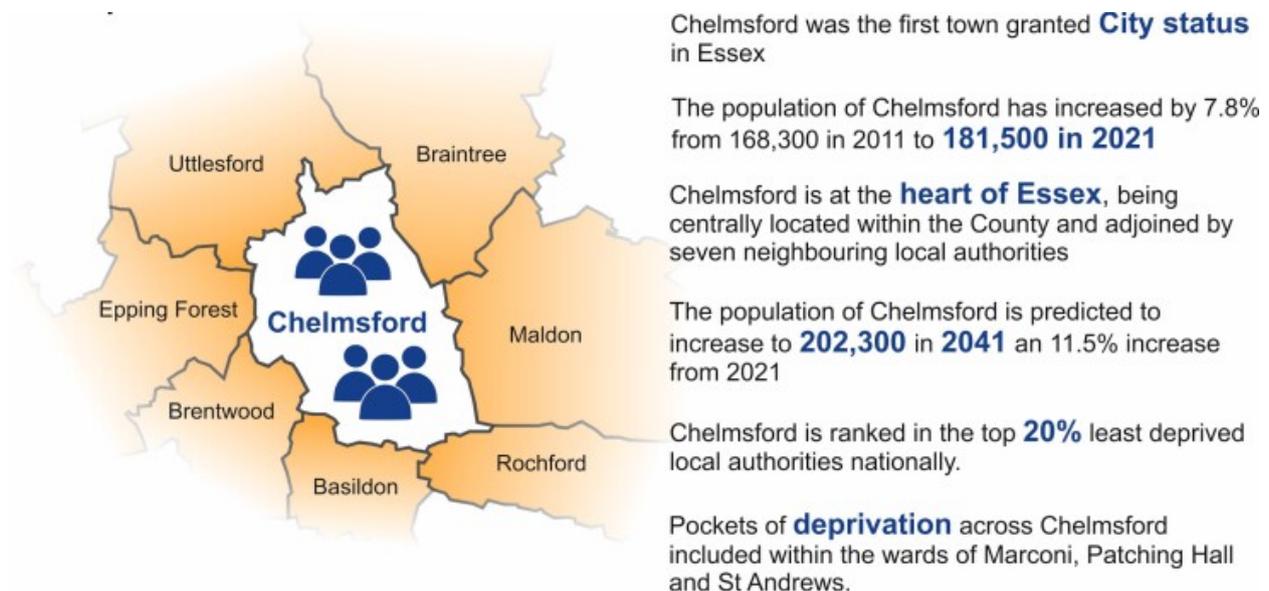
## 2 - About Chelmsford

**2.1** To help us to plan for the future, we must have a good understanding of the characteristics of Chelmsford today, and the issues and opportunities that these present. These are set out in the Evidence Base documents supporting the Local Plan and summarised below. More detailed information is set out within the Integrated Impact Assessment.

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

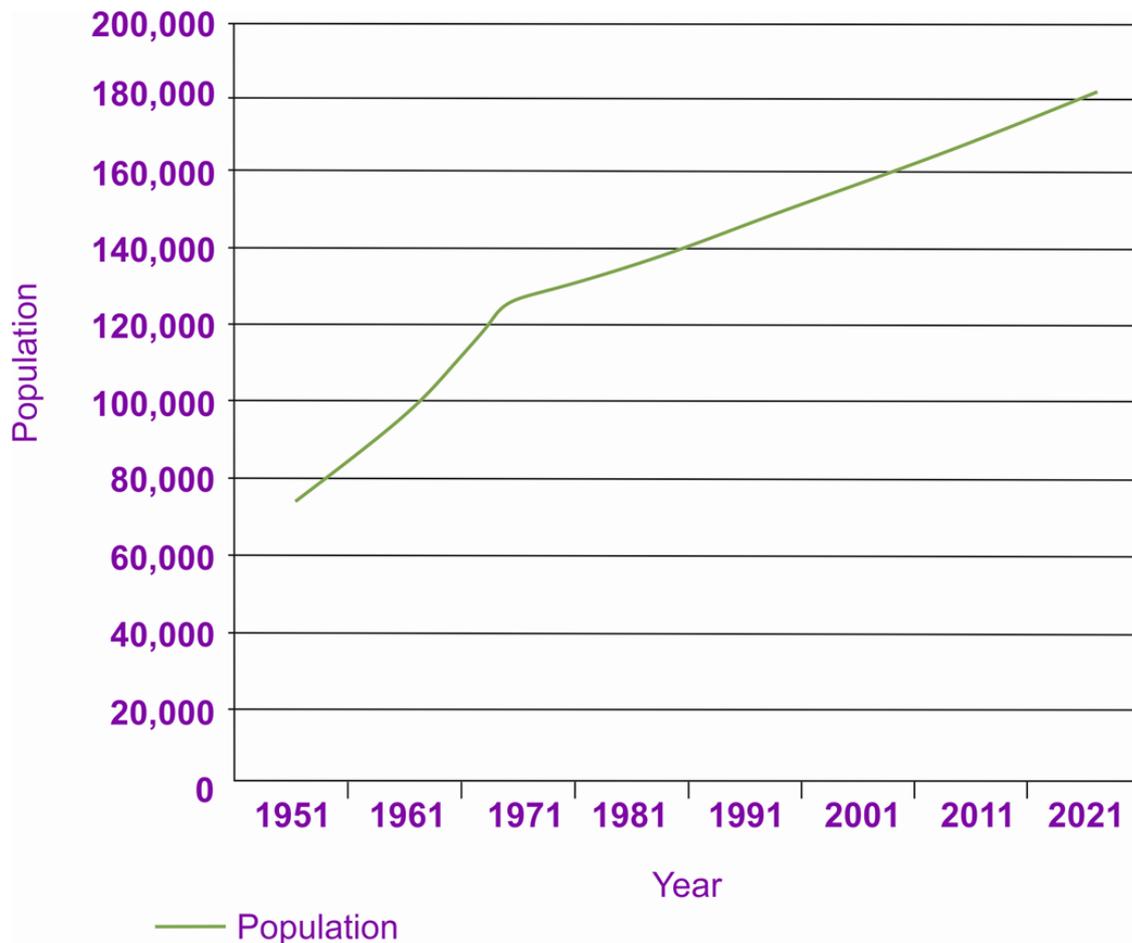
## Population

**Figure 2 : Population**



**2.3** Chelmsford's population is continuing to grow and is predicted to increase by 20,800 – from 181,500 in 2021 to 202,300 by 2041 (ONS Census 2021). Over a similar period, the number of households is expected to increase by 631 a year from around 76,000 in 2022 to around 88,000 in 2041 (Strategic Housing Needs Assessment 2023). Historic population growth since the 1950s is shown in Figure 3.

Figure 3 : Historic population growth



**2.4** Between 2022 and 2041 the population of Chelmsford is projected to increase by 34,700 people. The highest increase is predicted within the 16-64 age group, with a change in population of around 17,500. In proportionate terms the highest growth is predicted in the over 65 age group which could have around a 35% increase in terms of change in population between 2022 and 2041 (ONS Demographic Projections). Demographic changes will shape the type and size of accommodation necessary over the Local Plan period.

### Deprivation

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

## Regional context

### Ambitions for Growth across Essex

**2.6** Chelmsford is located in the heart of the county. Essex, including Southend and Thurrock, is a thriving and prosperous area, home to over 1.86 million people and nearly 90,000 businesses (ONS Census 2021). Essex has seen significant growth in new homes and jobs in recent years and this trend is forecast to continue.

## 2 - About Chelmsford

**2.7** Essex has an excellent strategic location adjacent to London with good links to Europe, as well as other key economic locations such as Cambridge. These and other strengths have allowed Essex to be a significant driver of the UK economy - generating £44.7bn Gross Value Added (GVA) (ONS, 2021). Essex also benefits from international links through its airports (Stansted and Southend) and ports (Harwich, London Gateway and the Port of Tilbury). Much of the Essex economy is focused along four key corridors, following major transport routes:

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

**2.8** The Essex economy currently supports around 756,000 jobs (BRES 2023) and is predicted to need around 100,000 new jobs by 2041, representing growth of 11% (Cambridge Econometrics, EEFM, 2019). Due to its strategic position along the A12 corridor, existing strong local economy and highly educated population, Chelmsford is expected to accommodate a major share of the forecast new employment and retail growth.

### North and Central Essex

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

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

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

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

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

**2.14** Against this background, the key strategic objectives the authorities will address collaboratively are:

- **Providing New and Improved Transport and Communication Infrastructure** - To make efficient use of existing transport infrastructure and to ensure sustainable transport opportunities are promoted to support new and existing communities. . Where additional capacity is required in the form of new or upgraded transport infrastructure to support new development, ensuring that this is delivered in a phased and timely way to minimise the impact of new development. to ensure this is provided alongside the development. To ensure that enabled communication is provided as part of new developments as enabled communication is essential for modern living and broadband infrastructure and related services will be essential for business
- **Providing Sufficient New Homes** - To provide for a level and quality of new homes to meet the needs of a growing and ageing population in North Essex; to achieve this by ensuring the availability of developable land in appropriate locations and that the market delivers a suitable mix of housing types and tenures.
- **Fostering Economic Growth** - To strengthen and diversify local economies to provide more jobs; and to achieve a better balance between the location of jobs and housing, which will reduce the need to travel and promote sustainable growth.
- **Addressing Education and Healthcare Needs** – To provide good quality educational opportunities as part of a sustainable growth strategy, including practical vocational training and apprenticeships linked to local job opportunities. To work with partners in the Mid and South Essex Integrated Care Board, Public Health and local health partnerships to ensure adequate provision of healthcare facilities to support new and growing communities.
- **Ensuring High-Quality Outcomes** – To promote greater ambition in planning and delivering high-quality sustainable new communities.. Overall, new development must secure high standards of urban design and green infrastructure which creates attractive and sustainable places where people want to live and spend time. New development needs to be informed by an understanding of the historic environment resource gained through the preparation of Historic Impact Assessments (Historic Statements in Chelmsford), and to conserve and enhance the significance of heritage assets including any contribution made to their significance by their settings.

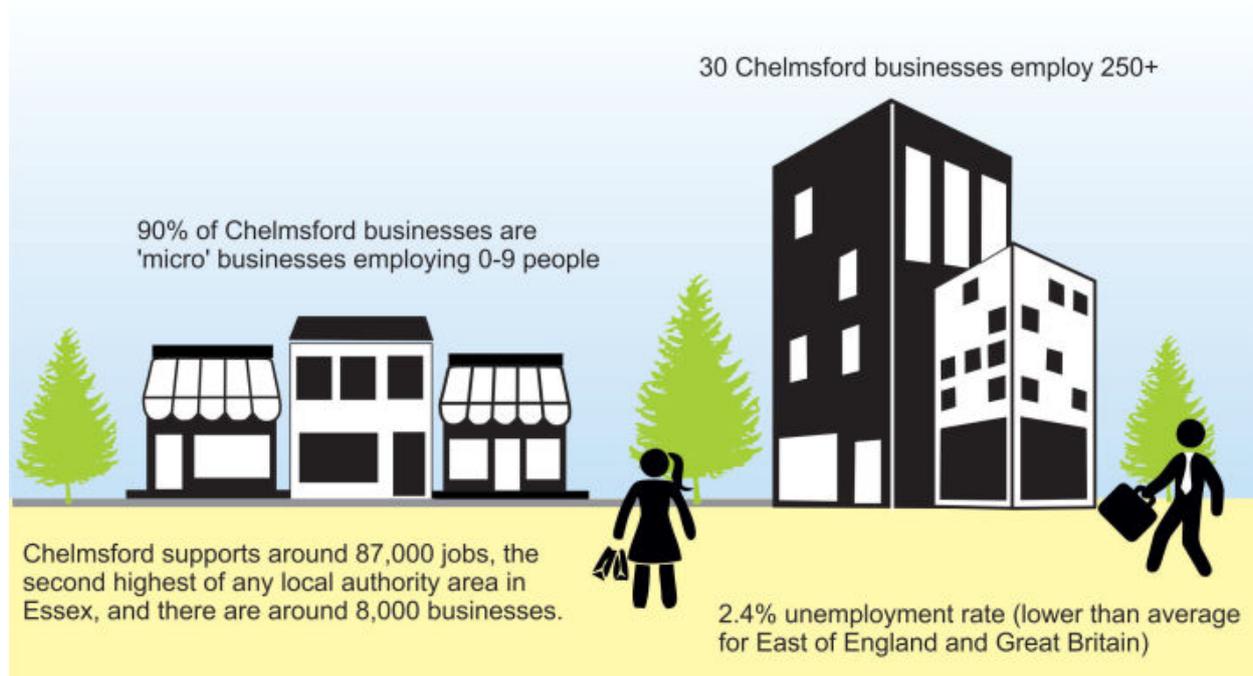
**2.15** The authorities and Essex County Council, are working together to promote sustainable growth with the necessary supporting infrastructure and to address the strategic priorities across the wider geographical area. A 'Memorandum of Co-operation: Collaboration on Strategic Priorities in North and Central Essex' (MOU) is also in place between the authorities.

### Local context

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

#### Jobs, Business and Economy

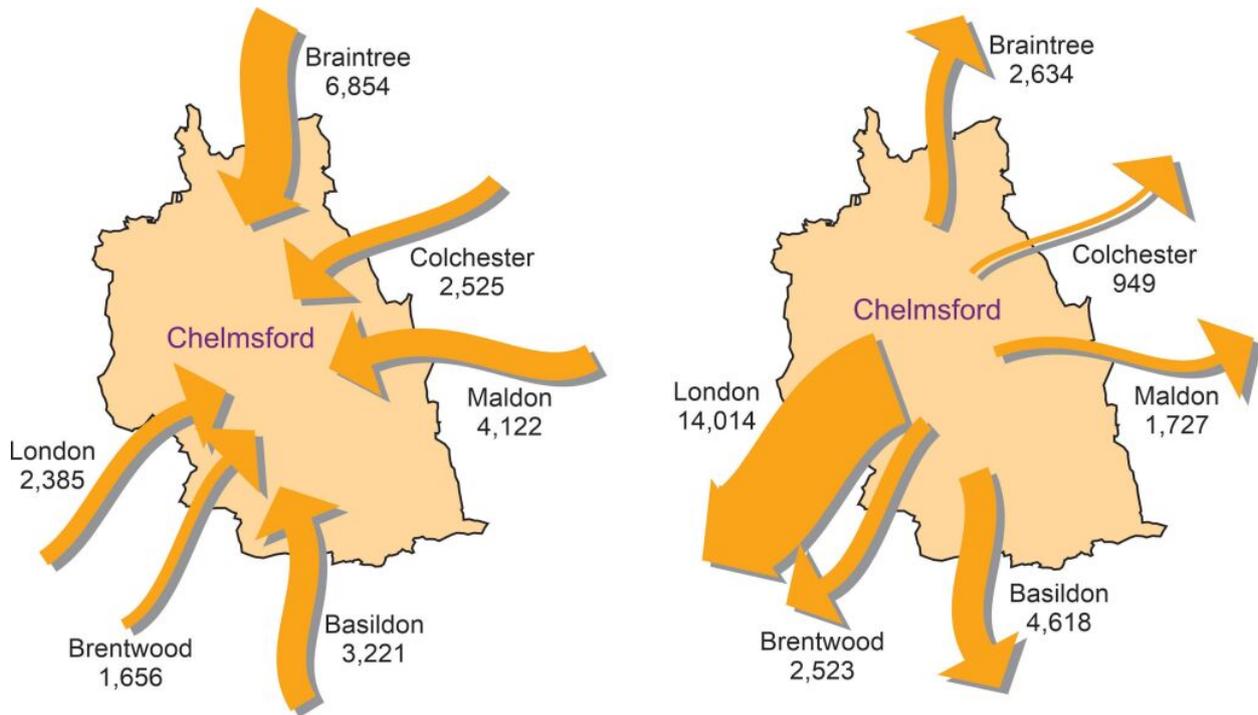
**Figure 4 : Jobs, Business and Economy**



**2.17** Chelmsford's economy and employment base is strong and continues to grow in line with its role as a regional administrative and commercial centre. Chelmsford supports around 87,000 jobs, the second highest of any local authority area in Essex, and there are around 9,000 businesses.

**2.18** Over 50% of Chelmsford's working population both live and work in Chelmsford. Around 20% of workers commute to London. Other popular destinations for Chelmsford residents to work are Basildon, Maldon, Brentwood and Braintree, where some 16% commute to work. Around 36% of Chelmsford's workforce lives outside the area with significant commuting across North Essex, with over 13,000 people commuting from Braintree, Colchester and Maldon each day to work in Chelmsford. This reflects the functional economic geography which Chelmsford shares with Braintree, Maldon and Colchester districts. Inward and outward commuting flows are shown in Figure 5, using the non-covid affected data from 2011.

**Figure 5 : Main commuting flows into and out of Chelmsford**

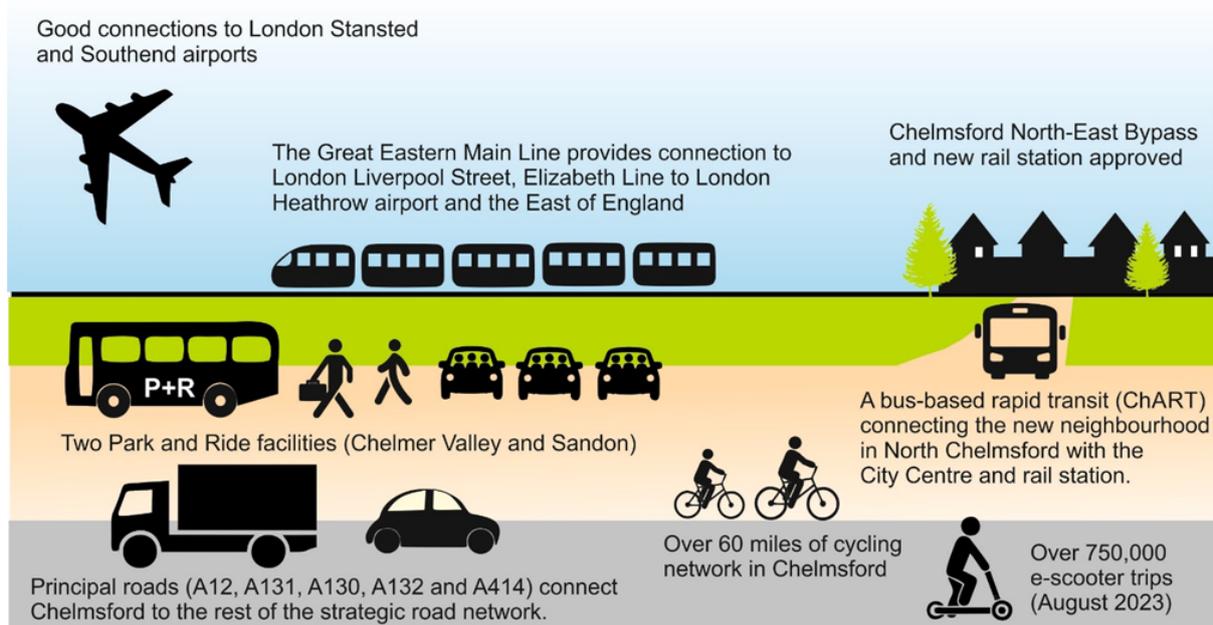


Source: ONS (2011)

**2.19** The economy of Chelmsford is mixed. Between 2022 and 2041 forecasts indicate that the number of jobs in office, industrial and distribution based sectors across Chelmsford will increase by around 2,800; this would represent a growth of 8.9% when measured against the number employed in those sectors in 2022. Across all economic sectors the growth in jobs is expected to amount to around 12,400 which would be an increase in new jobs of 12.5%. In overall terms construction, residential and social care, food and beverage and health care are expected to be the sectors with the highest growth in the Local Plan period (Cambridge Econometrics 2022).

### Transport

Figure 6 : Transport



**2.20** High car ownership and high levels of vehicle movements and commuting cause traffic congestion on main roads across Chelmsford at peak times. The high cost of local housing also results in some workers living a significant distance from their workplace.

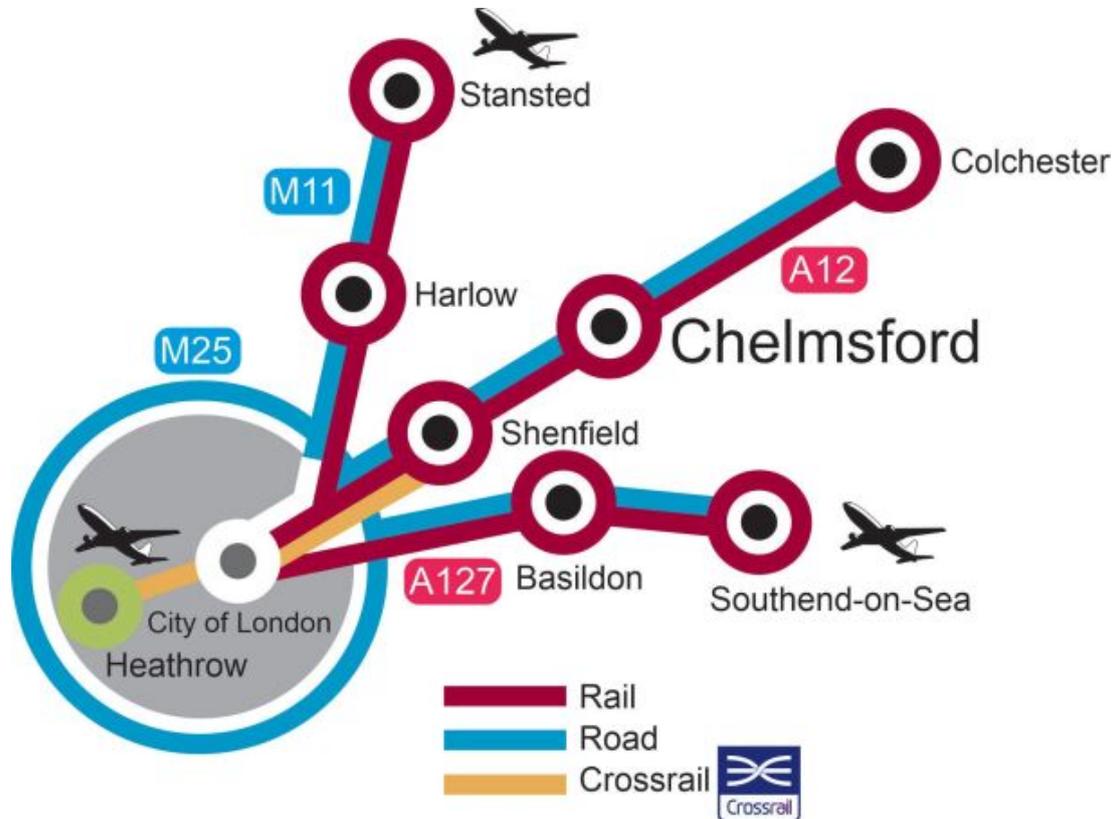
**2.21** Chelmsford has a wide influence on its surrounding area. The principal roads that connect Chelmsford to the rest of the strategic road network are the A12, A131, A130, A132 and A414. These roads together with the rail network are heavily used, particularly given the proximity to and connectivity with London. The transport modelling evidence base reveals that all the principal roads and many local roads through Chelmsford are at, or near to, capacity during peak periods. The first phase of the Chelmsford North East Bypass (CNEB) is programmed for delivery in 2026. The CNEB has a safeguarded corridor and will provide when fully complete a new 4.6km single carriageway bypass from the A12 in the south to the A131 in the north.

**2.22** Chelmsford is well served by a range of urban and inter urban bus services between key centres in Essex. Chelmsford also has two Park and Ride facilities (Chelmer Valley and Sandon) with frequent connections to the City Centre for commuters and shoppers. North Chelmsford is also served by a bus-based rapid transit (ChART) connecting the new neighbourhood with the City Centre and rail station.

**2.23** The Great Eastern Main Line provides rail services between London Liverpool Street and the East of England, including Chelmsford. It also carries freight traffic to and from Harwich International Port, which handles container ships and freight transport to the rest of the UK. The Elizabeth Line (Crossrail) provides services commencing just south of Chelmsford in Shenfield providing additional capacity and quicker journeys to a wider choice of destinations. Beaulieu Park Rail Station will provide Chelmsford with an additional railway station and access with regular connections to London, with services taking around 40 minutes. The new station is programmed to be operational from the end of 2025. The Elizabeth

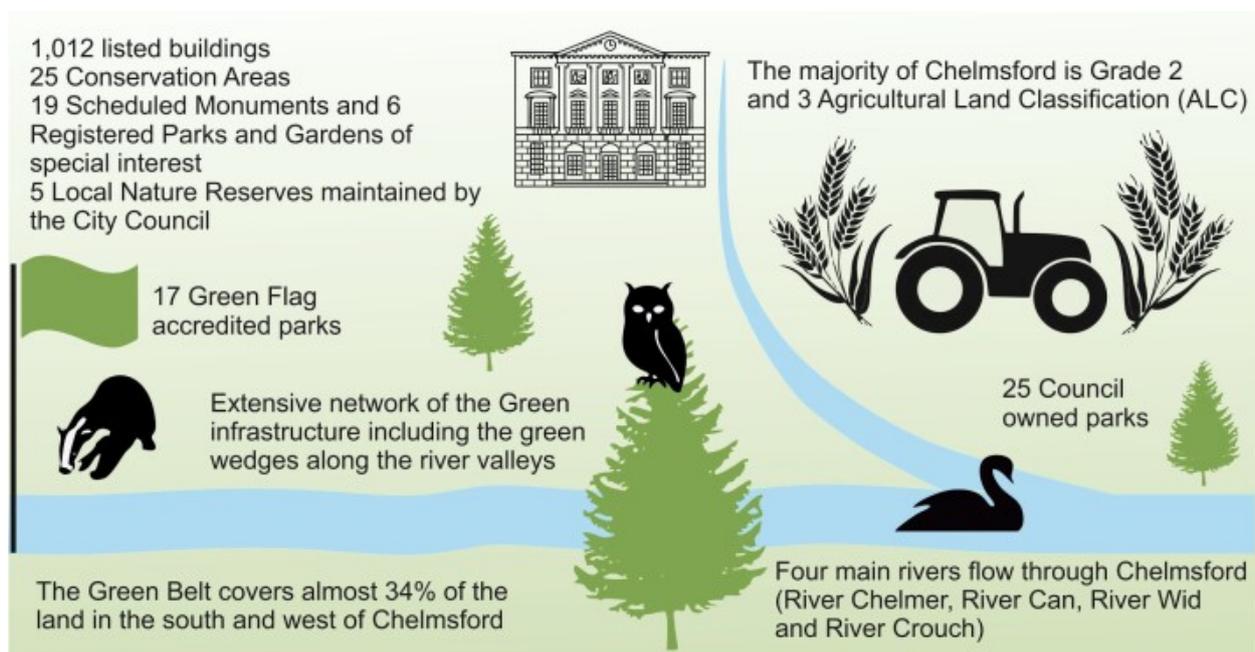
Line and the new main line rail station at Beaulieu Park in north east Chelmsford will contribute to the continued attractiveness of Chelmsford as a place to live and to do business. Chelmsford also has good connections to London Stansted and Southend airports, as shown in Figure 7.

Figure 7 : Chelmsford's Connectivity



Environment

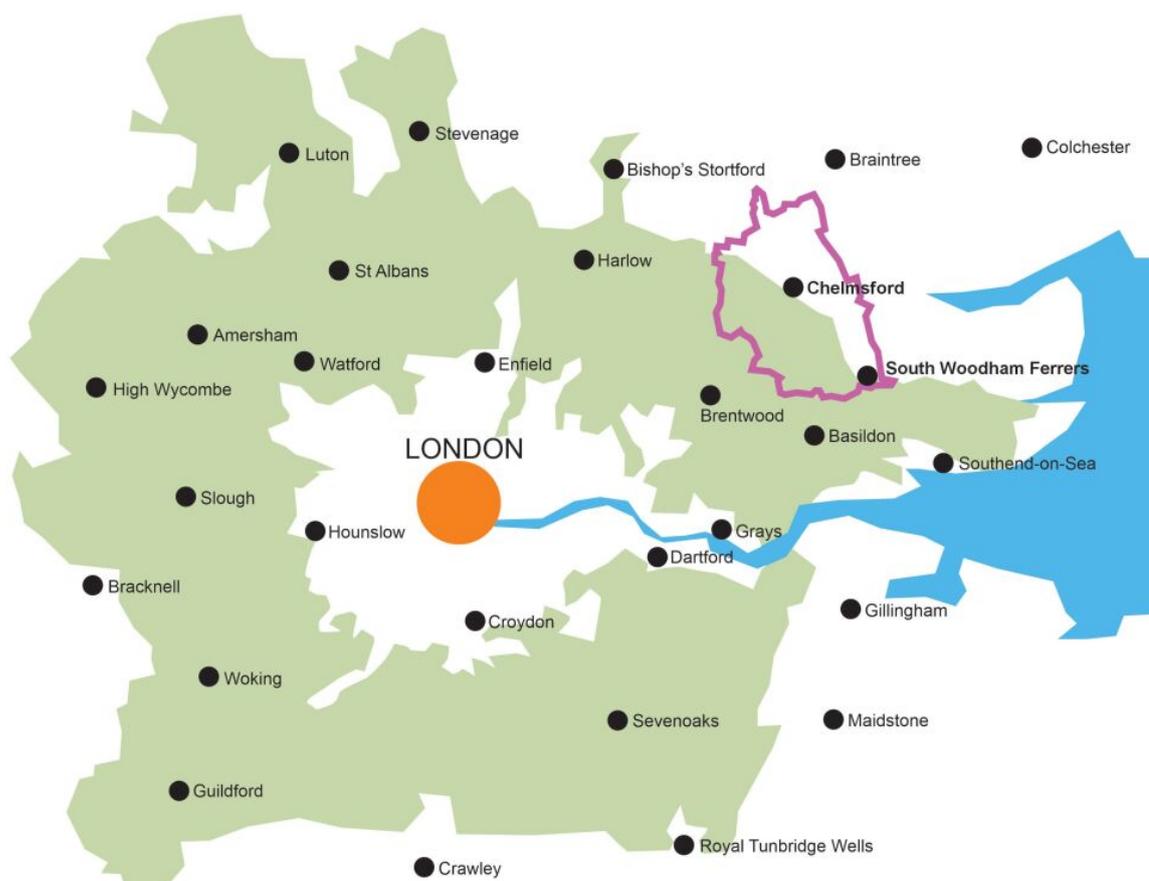
Figure 8 : Environment



## 2 - About Chelmsford

**2.24** Chelmsford enjoys a very high-quality environment with 700 hectares of recreational space, including 17 Green Flag accredited parks <sup>3</sup>, complemented by an extensive network of the Green Wedge, gardens and nature reserves. The Green Wedge covers 3% of the land in the whole of the Chelmsford area. Many major cities in the UK have an area of open land around their built-up area which is designated as Green Belt. This is designed to prevent the unrestricted sprawl of these cities. The Green Belt in Chelmsford is part of London's Green Belt often referred to as the Metropolitan Green Belt. There are four main rivers that flow through Chelmsford and a range of habitats and high levels of biodiversity including sites of local, national and European importance. The Green Belt covers almost 34% of the land in the south and west of Chelmsford, shown in Figure 9.

**Figure 9 : London's Green Belt**

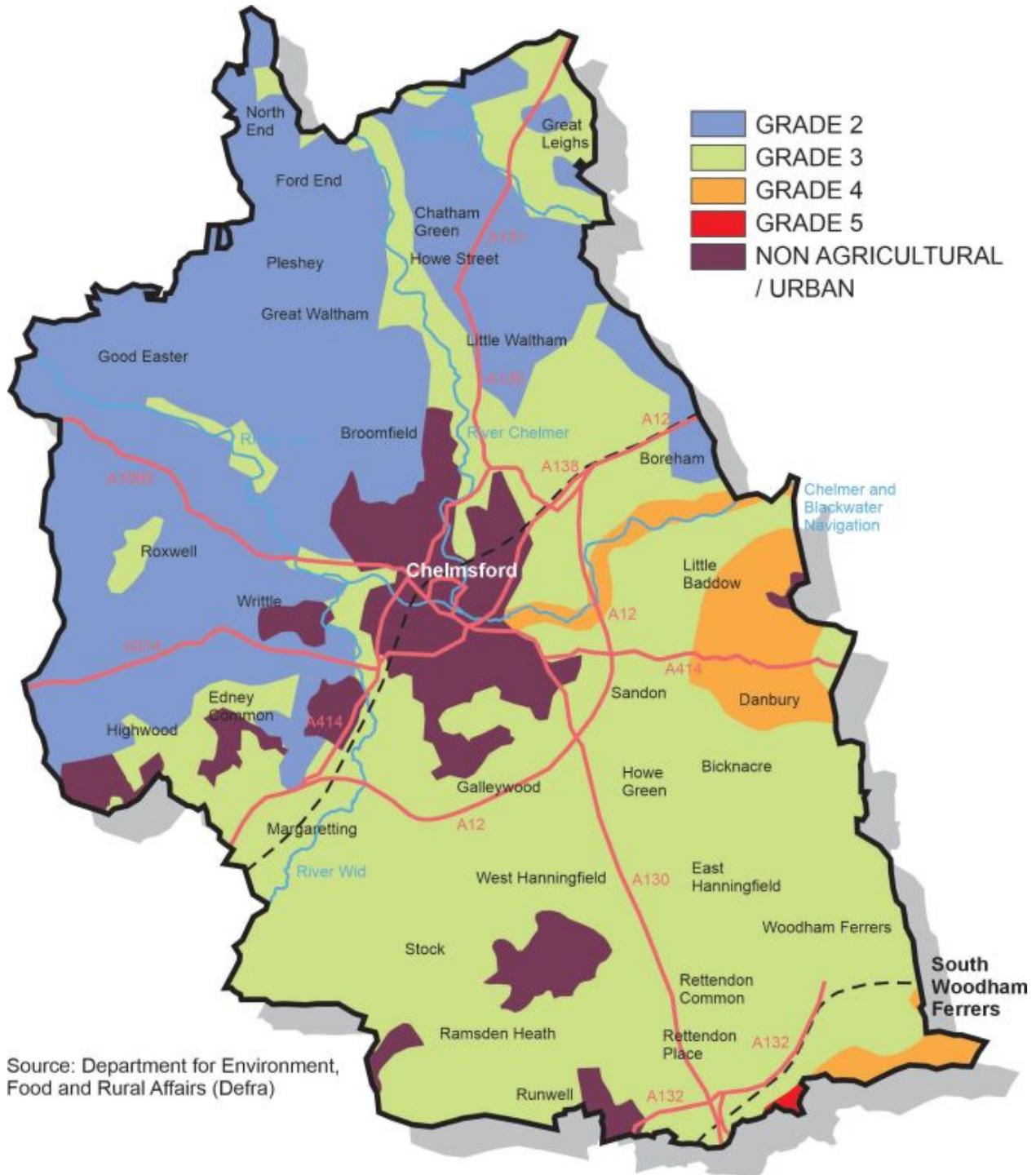


**2.25** There are large areas of agricultural land in Chelmsford which provides an important natural resource. Land quality varies from place to place and the Agricultural Land Classification (ALC) provides a method for assessing the quality of agricultural land. Figure 9, showing Natural England's Agricultural Land Classification of Chelmsford, sets out that most of this is classified as agricultural Grades 2 and 3 (incorporating 3a and 3b) (very good and good-to-moderate quality). The remainder is Grade 4 or 5 (poor quality). There is no land classified as Grade 1 (excellent) with the majority of Grade 2 land in the north and west of Chelmsford. The Best and Most Versatile Land is defined as Grade 1, 2 and 3a. Figure

<sup>3</sup> [Love Your Chelmsford 2022](#)

10 represents a generalised pattern of agricultural land classification grades and does not show the subdivisions of Grade 3 which are normally mapped in more detail.

Figure 10 : Agricultural Land Classification



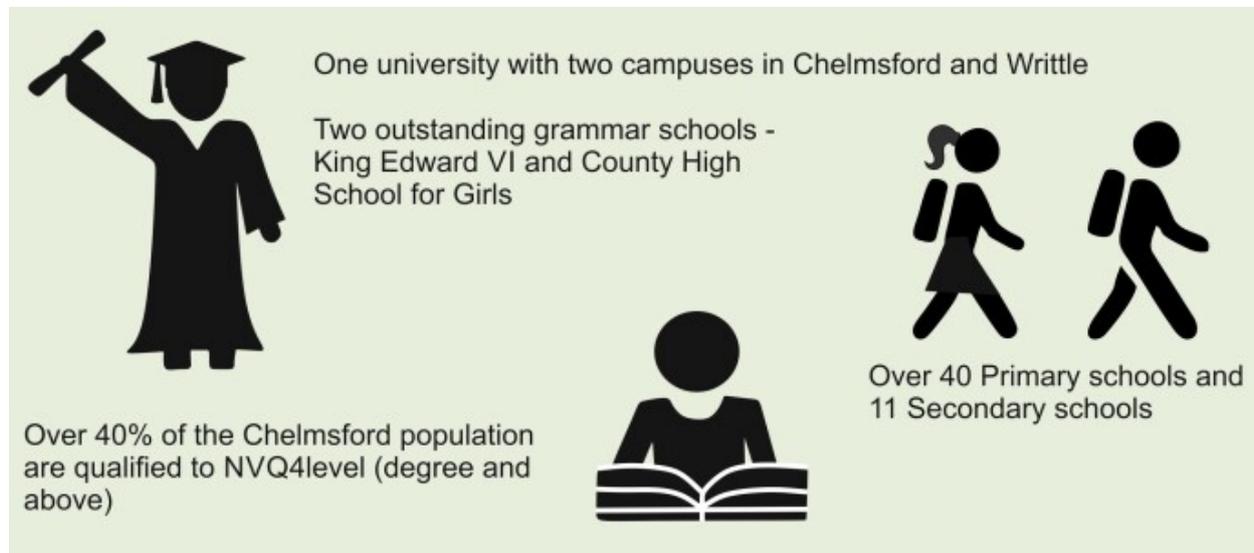
**2.26** Chelmsford has some areas which are at risk from flooding. These are largely around the rivers and river valleys, as well as low lying land and coastal areas to the south eastern corner of Chelmsford.

## 2 - About Chelmsford

**2.27** Chelmsford is also rich in history, with over 1,000 listed buildings, 25 Conservation Areas, 19 Scheduled Monuments and 6 Registered Parks and Gardens of Special Interest. Its historic landscape contains many archaeological sites dating back to pre-historic times.

### Education and skills

**Figure 11 : Education and Skills**



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

**2.29** Anglia Ruskin University is one of the largest and fastest growing universities in the UK. It has campuses in Chelmsford and Writtle following its merger with Writtle University College in 2024. The University provides a range of research and consultancy services to businesses, working in partnership to add value to their business and is therefore an important driver of the local economy. In addition, Chelmsford College has specialisms in engineering, science and technology working in partnership with the University.

### Community Facilities and Services

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

Figure 12 : Health and Social Wellbeing



**2.31** The health of Chelmsford's population is generally good with life expectancy for both men and women higher than the average for England. Despite an overall positive picture of health, some inequalities in health do exist. For example, life expectancy is 6.3 years lower for men and 4.3 years lower for women in the most deprived areas of Chelmsford than in the least deprived areas.

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

## Current and future role of Chelmsford

### Chelmsford's Evolution

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

**2.34** Chelmsford was awarded City status in 2012 and as the County Town it provides many administrative, legal and civic functions for the whole of Essex. This underpins Chelmsford's role as the Capital of Essex. The influence of Chelmsford extends not just across Essex, but also across the wider region where it is one of the most successful areas,

## 2 - About Chelmsford

with a strong and diverse local economy, attractive new housing areas and substantial investment taking place on vital new infrastructure.

**2.35** The strategy of the Council's previously adopted Local Plan was to focus development on previously developed sites in Chelmsford City Centre, sustainable urban extensions around Chelmsford and South Woodham Ferrers, and development around Key Service Settlements outside the Green Belt. The previously developed sites included the development of the former Royal Mail premises in Victoria Road and the Car Park to the West of County Hotel, Rainsford Road, both of which are now built.

**2.36** Chelmsford is already an attractive place, comprising the City of Chelmsford, the town of South Woodham Ferrers, numerous villages and a rich and diverse natural and historic environment. In many respects, the growth that has taken place, particularly during the past 25 years, has helped shape Chelmsford to be the successful place it is now. Vital new infrastructure has been delivered alongside new homes, jobs, shops and leisure opportunities. Chelmsford's economy has been transformed from one being dominated by manufacturing industry to one with strengths across many sectors, but especially finance, health and education.

### Chelmsford – Present Day to 2041

**2.37** Chelmsford is at the very heart of Essex, being centrally located within the County and adjoined by seven neighbouring local authorities (Figure 13). The Green Belt covers almost 34% of the land in the south and west of Chelmsford.

**Figure 13 : Map of Planning Authorities that surround Chelmsford**



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

**2.39** The Council is working, and will continue to work, with its many partners in both the public and private sectors to deliver positive change for its communities. The Local Plan through its Strategic Priorities, Spatial Principles, policies and proposals provides the key planning framework to guide such change until 2041. It provides an exciting opportunity to ensure that Chelmsford continues to be at the forefront of creating sustainable new communities, contributing to its future success.

### **Chelmsford 2041 – 2050**

**2.40** The Council wants to ensure that development plans post-2041 can build on the success of previous Plans and the area's strengths to ensure that Chelmsford can further develop as an attractive and accessible place in which to live, work and socialise.

**2.41** Chelmsford's success means that it is inevitable that it will remain a focus for growth and change in the County well into the 21st Century. Our growth agenda beyond 2041 to the period to 2050 could replicate the housing and employment numbers in the Local Plan period to 2041. Planning for the long-term increases certainty and provides a strategic framework to maximise the potential for infrastructure funding.

**2.42** The need to deliver more housing, employment, improved active and sustainable travel, new and improved infrastructure, tackle climate change, improve health and wellbeing and protection of the environment, will continue to remain fundamental objectives of the Council and future development plans. To achieve this, the Local Plan will be forward looking, shaping the sustainable planning of Chelmsford's development and infrastructure needs not just in the foreseeable future but also providing a longer-term framework.

# 3 - What are our Strategic Priorities

### Our Strategic Priorities

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

#### **Strategic Priority 1 – Addressing the Climate and Ecological Emergency**

**3.2** There is a need to address climate change globally and locally to anticipate, mitigate and adapt to climate change, reduce carbon emissions and minimise flood risk.

**3.3** There is scope within the Local Plan to contribute to achieving these priorities through the location of development and the design of buildings and places within new and existing development. Key aims of the Council's Climate and Ecological Emergency Action Plan include reducing carbon emissions, lowering energy consumption, reducing waste and pollution, improving air quality, greening Chelmsford, increasing biodiversity and encouraging sustainable and active travel.

**3.4** All development needs to contribute towards addressing these priorities, whilst also improving the environment around us. To achieve this the Local Plan requires development to deliver net-zero carbon emissions and provide other measures which meet the key aims, such as integrated and stand-alone renewable generation, and energy and water efficiency. Future climate risks will be considered when allocating development sites to ensure risks and vulnerabilities are understood over the development's lifetime.

**3.5** Flood risk management will need to keep pace with projections of climate change. The Local Plan has been subject to a Strategic Flood Risk Assessment (SFRA). Some sites in areas of existing flood risk have also been subject to a more detailed assessment, including sequential and exception tests. SuDS will form a key part of mitigation, to provide a dual role in water storage and delivering multi-functional benefits for the built, natural and historic environment. The Council has made a commitment to a 10 year tree planting campaign which aims to plant one tree for every resident and at least three for every new home built, with a target of 175,000 new trees including for woodland expansion. Street trees are also encouraged in new developments to help meet this target.

#### **Strategic Priority 2 – Promoting smart, active travel and sustainable transport**

**3.6** The Local Plan seeks to bring about a significant change in how people make their journeys towards more sustainable and active travel choices. A number of recent initiatives will contribute towards achieving this aim, and these have informed policy.

**3.7** There continues to be a need for development to provide mitigation measures on the local road network, and the need for more sustainable modes of travel is required to assist in adapting to climate change, as well as ensuring development is able to accommodate the latest transport technologies.

### 3 - What are our Strategic Priorities?

**3.8** Consideration will also be given to development layouts within major new developments which contribute to creating walkable neighbourhoods, where everyday facilities such as schools, shops, workplaces, community and sports facilities, and open spaces are easily accessible by foot or cycle in 15-20 minutes. This initiative is already being rolled out in Chelmsford Garden Community.

**3.9** Collectively, such measures should improve the way people move around with an emphasis on sustainable modes of transport and reducing current reliance on fossil fuelled vehicles.

**3.10** Support will be given to the provision of strategic transport infrastructure to enable a future for efficient alternatives to fossil fuelled vehicles. Development layouts should be future proofed to accommodate future bus infrastructure and dedicated bus routes, and emerging new technologies such as autonomous vehicles, mobility hubs and on-demand transport. This includes a requirement for electric charging points for all new employment development.

**3.11** Securing local transport infrastructure is key to creating the conditions for active and sustainable travel locally, such as electric charging points for all new houses, accessible cycle and footpaths, multi-functional greenways, secure cycle parking, and provision of or subscription to car clubs.

#### **Strategic Priority 3 - Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks**

**3.12** Chelmsford has a wide range of national and local planning and environmental designations such as SSSI's, local wildlife habitats and woodlands providing biodiversity and ecological benefits. Chelmsford's historic environment is also important with a range of Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens and non-designated heritage assets. All of these contribute towards the local distinctiveness of the area and need to be protected and enhanced at the same time as achieving the growth required.

**3.13** The Local Plan policies will seek to achieve a net gain for biodiversity by providing new spaces including high quality green/blue infrastructure built into the designs and masterplans of new development.

**3.14** The river valleys are an important local asset which not only offer natural flood protection but contribute significantly to the local landscape and character of the area and have a role in accommodating active travel corridors. In addition, the water quality of the rivers is an important factor in maintaining diverse natural habitats.

**3.15** The Local Plan will also protect and enhance local distinctiveness and plan positively for the creation, protection, enhancement and management of multi-functional green/blue infrastructure networks and habitats to ensure a net gain for biodiversity and green infrastructure in line with the Council's Green Infrastructure Strategic Plan.

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

**3.17** High quality green infrastructure will be used to protect, enhance and create wildlife corridors to maintain ecological connectivity when greenfield land will be lost. In line with the Spatial Principles (Policy S1), the Local Plan will also maximise the use of suitable previously developed land (brownfield land), provided that it is not of high environmental value and represents a sustainable location.

### **Strategic Priority 4 - Ensuring sustainable patterns of development and protecting the Green Belt**

**3.18** National planning policy includes a presumption in favour of sustainable development requiring Local Plans to plan positively to meet local development needs. In line with national policy and the Evidence Base, the policies and allocations in the Local Plan will ensure that new development takes place in a sustainable way by balancing the key economic, social and environmental dimensions.

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

**3.20** This includes ensuring that Chelmsford can accommodate its future growth requirements and minimise the effect on the environment for example by promoting development of previously developed land in Chelmsford's Urban Area and elsewhere, and accommodating some of the housing requirement on smaller sites of 1ha or less in sustainable locations.

**3.21** The Green Belt is a national designation which restricts the types of new buildings, extensions and land uses in the area it covers. The Green Belt covers around 34% of the Council's area. Development allocations will be focused at settlements outside the Green Belt, informed by a Settlement Hierarchy to select sustainable locations. Other policies will provide continued protection to prevent the encroachment of growth into undeveloped areas and the coalescence of existing built-up areas.

**3.22** Appropriate waste management and the supply of minerals is provided for within Essex County Council's Waste and Minerals Plans. These plans, alongside partnership working with the County Council, have informed the Local Plan process and will ensure that there is appropriate management of waste and that any mineral reserves are not sterilised by future development. The Local Plan will also be consistent with the requirements of the South-East Inshore Marine Plan.

### **Strategic Priority 5 - Meeting the needs for new homes**

**3.23** Chelmsford is a largely affluent area where average house prices and rents are high, sustained by high demand. As with much of the South East of England, this creates an affordability issue as the cheapest homes are less affordable to those on lower incomes.

**3.24** There is significant demand for affordable housing or first homes for first time buyers or those on lower incomes. There is also demand for specialist residential accommodation. The Local Plan will need to ensure the provision of sufficient and appropriate housing to meet local housing needs and the requirements identified through the Gypsy and Traveller

### 3 - What are our Strategic Priorities?

Accommodation Assessment (GTAA) and for Travelling Showpeople plots and Gypsy and Traveller pitches. The ageing population also means that the Local Plan needs to provide the right type of homes, including independent living accommodation for older people (55+), supported housing for adults with learning or other disabilities and appropriate support services as well as sufficient healthcare facilities to support both older residents and the population as a whole in the period to 2041.

#### **Strategic Priority 6 - Fostering growth and investment and providing new jobs**

**3.25** The economic vitality of Chelmsford and the success of its businesses are fundamental to improving the prosperity and quality of life of local residents. The Local Plan needs to ensure that Chelmsford's businesses thrive, continue to innovate and can be even more productive and resilient; and that Chelmsford fosters new economic growth and new jobs to meet forecast local needs generated by the growing population.

**3.26** Unemployment is low in Chelmsford, which also has a higher proportion of managerial and professional workers compared to regional and national averages. However, Chelmsford does have a skills shortage in some sectors including healthcare, and some workers are unable to afford homes close to work. This creates additional pressure to make sure that adequate provision is made for housing in line with Chelmsford's role as a regional and sub-regional centre.

**3.27** The Local Plan will seek to ensure a flexible rolling supply of employment land over the Local Plan period. Where appropriate, it will support the retention of existing designated employment areas to maintain supply and choice of employment floorspace and rural employment development opportunities, and support the growing green economy and creative sector.

**3.28** The Council will also continue to support local businesses outside the Local Plan process through its business support services and by delivering the Chelmsford Economic Strategy, to encourage a circular economy.

#### **Strategic Priority 7 - Creating well designed and attractive places, and promoting the health and social wellbeing of communities**

**3.29** The Local Plan policies will seek to promote the health and wellbeing of communities for example by requiring development to contribute to creating an inclusive built and natural environment, to provide new green spaces including high quality green infrastructure and access to the countryside, sport and recreation facilities and to promote active and healthy lifestyles through the enhancement of sustainable and active travel routes.

**3.30** New development will need to ensure that the integrity of communities is maintained and social cohesion is promoted. New development can also help to provide new primary health services where they are most needed.

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

**3.32** The Local Plan will further require the use of masterplans for allocated sites and encourage design codes where appropriate for strategic scale developments.

**3.33** Large scale developments involve long term project development and management which should involve the new community. Community involvement is key to the success of new communities and could include management of community facilities, creation of gardens or orchards, and land trusts, as has been successfully demonstrated at Chelmsford Garden Community. Provision and management of well-supported community facilities will assist in ensuring sustainable and energy efficient development which is fit for the future.

### **Strategic Priority 8 - Delivering new and improved strategic and local infrastructure**

**3.34** The continued growth and popularity of Chelmsford is placing pressure on existing strategic infrastructure. This includes pressure on transport infrastructure, the potential for increased flood risk and greater pressure on resources such as water and waste services.

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

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

**3.37** The Strategic Growth Site policies within the Local Plan set out the local infrastructure required to support the identified growth. To support this the Infrastructure Delivery Plan (IDP) identifies the infrastructure needed to support the planned development and contains details regarding its phasing and costing.

**3.38** One of the most challenging strategic infrastructure requirements is ensuring the transport network is sufficient to accommodate future growth. Many of the existing roads in the City Centre are at, or near to, capacity. Much existing transport infrastructure therefore has little spare capacity to cope with population growth and new housing and employment development. However, capacity to transport people exists on sustainable and active travel networks such as bus, walking and cycling. Subsequently, capacity in certain areas may come about from promoting a change in behaviour, for example in how people choose to travel.

**3.39** Consultants, Ringway Jacobs, through Essex County Council has undertaken transport modelling to help support the proposals in the Local Plan. The Local Plan evidence base comprises a series of traffic modelling reports including a specific report on this review of the Local Plan. The traffic modelling report follows on from earlier assessments of the adopted Local Plan and this current review. The modelling outputs indicate that the patterns and severity of congestion across Chelmsford would remain broadly consistent regardless of differences in Local Plan development allocations and the mitigation measures identified. Further work is being undertaken to consider the likely traffic impact on local junctions most affected by the allocation sites and the mitigation measures to help to improve the performance at the junctions. The results of this additional modelling work will inform the review of the Local Plan.

### 3 - What are our Strategic Priorities?

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

**3.41** Some parts of Chelmsford are also without access to high-speed broadband. Throughout the Local Plan period the Council will work with stakeholders to help promote gigabit broadband communications in all new developments, where it is viable to do so.

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

#### **Strategic Priority 9 – Encouraging resilience in retail, leisure, commercial, and cultural development**

**3.43** Jobs in retail are focused in Chelmsford City Centre, South Woodham Ferrers Town Centre and Principal Neighbourhood Centres. Chelmsford City Centre attracts shoppers and visitors from well beyond the Council's area boundary.

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

**3.45** Developments such as the new Bond Street development, Bus Station, former Marconi Site, former Anglia Ruskin University Central Campus, and the Cricket Club have assisted the City Centre in being a vibrant place both during the day and in the evening. As well as a wide range of residential development in the City Centre there is a focus for shopping, major employment, civic and administrative functions, arts, culture and leisure and a centre of excellence for education and healthcare. The Council will continue to encourage investment in major new infrastructure, retail, office, arts, leisure and cultural facilities to build upon past success.

**3.46** Comprehensive leisure services are provided by the City Council and through the private sector. These include a wide range of sports and recreation facilities, including two cinemas, Chelmsford City Racecourse, a large variety of sports facilities and extensive improvements to the flagship Riverside Ice and Leisure Centre.

**3.47** There is evidence that the retail offer of South Woodham Ferrers Town Centre could benefit from enhancements and investment to meet the requirements of customers, businesses and visitors.

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

**3.49** The Council is keen to ensure that all parts of the City area are vibrant and successful with continued new facilities and by encouraging investment in Chelmsford's arts and culture. To this end the Council has also developed a vision to promote integrated enhancement of the West End quarter of Chelmsford City Centre. This area has a diverse mix of uses, acts as an important transport interchange and includes important civic functions, yet parts of the area have a rundown appearance and feel severed from the City Centre. The vision for the West End makes recommendations for enhancements in the future to provide an attractive and distinctive quarter. Culture Chelmsford, an independent charity, has also been established to work in partnership with the Council to strengthen Chelmsford's cultural identity. Through close engagement with the public and stakeholders, the mutual objective is to inspire participation in the arts and culture, to build awareness of the City's historic heritage and to ignite interest in developing creative and cultural legacies for the future. The Trust has led on developing a shared Cultural Strategy to implement a 10-year vision for the whole of the Council's area.

**3.50** Work is also continuing on implementation of the Plan for Improving Rivers and Waterways in and around Chelmsford, to improve the appearance, attractiveness and recreational use of Chelmsford's rivers and waterways, and some of its ambitions have been translated into policy.

# 4 - Our Vision and Spatial Principles



**4.1** Taking into account the Strategic Priorities, this Section sets out the long-term Vision and Spatial Principles for managing and accommodating growth within Chelmsford up to 2041 and beyond.

### Vision for Chelmsford

**4.2** Our Vision for Chelmsford sets out the kind of place we want to be in 2041:

*Guiding Chelmsford's growth towards a greener, fairer and more connected community.*

**By 2041, Chelmsford will continue to:**

- be an area for significant growth, achieving sustainable housing and employment development and providing new homes and jobs to meet a range of needs
- support a strong and expanding economy including supporting the growth of the construction, clean energy, advanced manufacturing and engineering, digi-tech, life sciences and health and care, and professional and support sectors
- have a City Centre which continues to be a leading shopping and leisure destination, with an enhanced mix of vibrant and successful cultural, retail, leisure and residential use
- revitalise South Woodham Ferrers Town Centre by enhancing its retail, cultural and leisure offer
- be a place with an improving transport system offering enhanced connectivity for all through sustainable and active travel leading to modal shift
- support sustainable new development including the new Beaulieu Park Rail Station, expanded Park and Ride sites, capacity improvements to the Army and Navy Junction and strategic highway improvements
- move towards a net zero carbon future for Chelmsford seeking to mitigate and adapt to climate change and to promote the sustainable use of natural resources
- maximise opportunities for sustainable transport by providing increased opportunities for sustainable and active travel including walking, cycling and public transport
- provide new and expanded infrastructure, services and facilities to support new development, including the provision of new education, healthcare facilities and green/blue infrastructure
- have residents benefiting from healthier, more inclusive and active lifestyles, in healthy living environments which reduce health inequalities
- deliver developments that respect the character and local distinctiveness of the area and that are well designed
- protect and enhance the rich and diverse built, historic and natural environment including the coast
- maximise the conservation value and enjoyment of Chelmsford's unique Green Wedge, riverbanks, canals and waterways including Sandford Mill
- be a centre of excellence for education and skills development with high-performing schools, University and a School of Medicine
- achieve the urban renewal and regeneration of Chelmsford's Urban Area and City Centre
- support the rural economy with vibrant and sustainable rural areas

## 4 - Our Vision and Spatial Principles

- build on success and facilitate the sustainable growth of the area
- facilitate the provision of gigabit broadband
- be vibrant, attractive and a desirable place to live, work, visit and study in.

### Spatial Principles

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

#### **STRATEGIC POLICY S1 – SPATIAL PRINCIPLES**

The Council will require all new development to accord with the following Spatial Principles where relevant:

- Locate development at well-connected and sustainable locations**
- Protect the Green Belt from inappropriate development**
- Promote the use of suitable previously developed land for development**
- Continue the renewal and enhance the vitality of Chelmsford City Centre and its Urban Area**
- Focus development at the higher order settlements outside the Green Belt and respect the development pattern and hierarchy of other settlements**
- Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic and natural environment and biodiversity**
- Locate development to avoid or manage flood risk and reduce carbon emissions**
- Ensure development is served by necessary infrastructure and encourage innovation**
- Locate development to utilise existing and planned infrastructure effectively**
- Ensure development is deliverable.**

#### **Reasoned Justification**

**4.4** The Council has assessed its development requirements for the period to 2041. This development growth needs to be managed to ensure sustainable development is achieved. Therefore, to manage this change, a series of Spatial Principles have been established. The Spatial Principles are not listed in order of preference or priority but are all interrelated and when considered together will shape the Council's Spatial Strategy. They will be applied as relevant to all development proposals and related applications.

#### **a) Locate development at well-connected and sustainable locations**

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

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

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

### **b) Protect the Green Belt from inappropriate development**

**4.7** The extent of the Green Belt in Chelmsford is already established in the Council's adopted Local Plan and national planning policy is clear that the boundaries should only be altered in exceptional circumstances. The Green Belt will be protected as it provides the strongest possible planning policy to prevent the encroachment of urban growth into open undeveloped areas and the coalescence of existing built-up areas. Inappropriate development is harmful to the Green Belt and should not be approved except in very special circumstances, as set out in the NPPF.

### **c) Promote the use of suitable previously developed land for development**

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

**4.9** By their very nature previously developed sites in urban areas can be well served by existing infrastructure but they may also be subject to constraints related to their precise uses or surroundings. These can include sites being in multiple ownership, the high cost of land, demolition of existing buildings and site remediation works. As such, redevelopment of some previously developed land can take a long time to become deliverable. There are a number of previously developed sites in the Chelmsford Urban Area which will be suitable for redevelopment over the Local Plan period. This reflects changes in the national and local economy resulting in land becoming derelict, under-used or no longer viable.

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

## 4 - Our Vision and Spatial Principles

### **d) Continue the renewal and enhance the vitality of Chelmsford City Centre and its Urban Area**

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

### **e) Focus development at the higher order settlements outside the Green Belt and respect the existing development pattern and hierarchy of other settlements**

**4.12** Strategic development will be focused in accordance with a Settlement Hierarchy by directing the new development growth in or around Chelmsford City Centre/Urban Area, some Key Service Settlements and other sustainable settlements outside the Green Belt. The existing settlement pattern should be respected so development does not sprawl into nearby settlements undermining their distinct and separate identities, and to prevent more isolated development which is severed or with poor connectivity.

### **f) Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic and natural environment and biodiversity**

**4.13** Chelmsford contains a number of rich and varied landscapes and new development proposals will need to respect their character and appearance and their role for wildlife and increasing biodiversity. The river valleys where they permeate into Chelmsford's Urban Area have a unique role and function and are identified as the Green Wedge. New development proposals will also need to respond to the character and appearance of the built environment in particular to preserve or enhance the historic environment.

### **g) Locate development to avoid or manage flood risk and reduce carbon emissions**

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

### **h) Ensure development is served by necessary infrastructure and encourage innovation**

**4.15** The provision of infrastructure, services and facilities that are identified to serve the needs arising from new development, should be provided in a timely and, where appropriate, phased manner to serve their occupants and users. This will include maximising the efficient use of existing infrastructure and securing forward-funded infrastructure that supports new development such as the provision of new schools and innovative solutions for sustainable and active travel.

### **i) Locate development to utilise existing and planned infrastructure effectively**

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

### **j) Ensure development is deliverable**

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

#### **Alternatives considered**

##### **No Policy, rely on NPPF.**

The NPPF requires Local Plans to articulate a local vision to meet development needs. Therefore, this is not a reasonable alternative.

##### **Alternative or additional Spatial Principles.**

The preferred Spatial Principles reflect national planning policy and the comments received to the Issues and Options consultation. Therefore, this is not a reasonable alternative.



# 5 - Creating Sustainable Development

**5.1** This Section sets out the Strategic Policies that underpin and guide the Council's Spatial Strategy by addressing climate change, promoting social inclusion, conserving and enhancing the historic and natural environment and safeguarding community assets. New Strategic Policies have been added, numbered S14 to S17. However, they have been shown in the order they will appear, and all the Strategic Policies will be renumbered in later versions.

### Addressing sustainability

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

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

#### **STRATEGIC POLICY S2 – ADDRESSING CLIMATE CHANGE AND FLOOD RISK**

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

- Reduces greenhouse gas emissions
- Results in net zero carbon emissions and exceeds Building Regulations Parts F and L in accordance with Policy DM31
- Promotes the efficient use of natural resources such as water
- Reduces the need to travel and provides for active and sustainable transport modes
- Provides opportunities for renewable and low carbon energy technologies and schemes
- Provides opportunities for decentralised energy and heating systems
- Encourages design and construction techniques which contribute to climate change mitigation and adaptation
- Minimises impact on flooding and over-heating
- Protects and provides opportunities for well-connected multifunctional green and blue infrastructure including city greening, woodland creation, tree planting, and new habitat creation.

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

## 5 - Creating Sustainable Development

### **Reasoned Justification**

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

**5.5** The Council declared a Climate and Ecological Emergency on 16 July 2019. Essentially this declaration represents a commitment to take appropriate action to make the Council's activities net-zero carbon by 2030. In January 2020, the Council agreed a Climate and Ecological Emergency Action Plan with an initial focus on fifteen key areas of activity. It is aimed at:

- reducing carbon emissions
- lowering energy consumption
- reducing waste and pollution
- improving air quality
- greening Chelmsford
- increasing biodiversity
- encouraging more sustainable travel choices.

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

**5.7** To mitigate the impacts of climate change, the Climate Change Act 2008, as amended, commits the UK to reducing the UK's greenhouse gas emissions by 100% below 1990 levels, to achieve 'net zero' by 2050. This is a very challenging target and local plans present an obvious opportunity to help meet this target e.g. decarbonisation of transport, promoting green infrastructure including city greening, and by shaping the location and design of new development, including measures to promote renewable and low carbon energy developments, water and energy efficiency such as insulation, living walls/roofs, passive solar design, tree planting, Sustainable Drainage System (SuDS) and providing resilient ecological networks. Such measures will also assist in minimising over-heating in developments.

**5.8** Essex County Council set up the Essex Climate Action Commission (ECAC) to advise on Essex's response to climate change. The commission published its report ['Net-Zero: Making Essex Carbon Neutral'](#) in July 2021, and this set out a comprehensive plan to:

- reduce the county's greenhouse gas emissions to net zero by 2050, in line with UK statutory commitments
- make Essex more resilient to climate impacts such a flooding, water shortages and overheating
- enhance biodiversity and the natural environment by creating natural green infrastructure across 30 per cent of all land in Essex by 2040.

**5.9** Essex County Council is working alongside the Council to secure the highest standards required to address climate change and net carbon zero development.

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

**5.11** The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk both within the development boundary and off-site in all flood zones, and to ensure that the development remains safe throughout its life. In line with Policy DM18, development within areas of flood risk will be required to provide a safe means of access or suitably manage risk through some other means. At a development site level, mitigation measures can include SuDS, the use of permeable hardstanding materials and landscaping. At a strategic level, to reduce flood risk within Chelmsford City Centre, the Council will work with the Environment Agency to put in place strategic flood defence measures upstream from Chelmsford's Urban Area on the Rivers Can and Wid and, in appropriate circumstances, local flood protection measures within development sites.

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

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

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

### **Alternatives considered**

#### **No Policy, rely on NPPF and Building regulations.**

The NPPF sees the transition to a low carbon future climate change as a core planning principle. However, it does not provide detailed guidance on the Council's expectations for new development. It is considered that the policy is required to give clarity to developers and local communities.

Building regulations do not yet see new buildings as net zero carbon. The Council's priorities are to move towards a net zero carbon environment as soon as possible. Therefore, this is not a reasonable alternative.

### **STRATEGIC POLICY S14 – HEALTH AND WELLBEING**

The Council is committed to improving the health and wellbeing of our residents and communities, promoting more active and healthier lifestyles, creating healthy living environments and reducing health inequalities through high quality placemaking.

The Council will achieve this by ensuring that new development:

- **Contributes towards the strategic priorities of the Chelmsford Health and Wellbeing Plan to help reduce inequalities including health**
- **Has good access to services and facilities to support daily life and provide for the needs of their communities including education, employment, retail, public transport, healthcare, social, community and greenspace**
- **Is well designed to create safe, inclusive and accessible places for all users and encourage social interaction and wellbeing**
- **Creates opportunities for healthy and active lifestyles including access to and the provision of new multifunctional green and blue infrastructure, spaces for play, recreation and sports, and better active travel including provision for safe and attractive pedestrian and cycle routes**
- **Provides good quality housing both externally and internally, to provide a healthy living environment**
- **Supports the provision of cultural infrastructure and public art to create a sense of place and identity**
- **Is climate resilient and as sustainable and energy efficient as possible to promote healthy environments**
- **Provides opportunities for access to nature to support mental health wellbeing**
- **Provides appropriate mitigation to avoid harmful health impacts/emissions.**

In addition to the above, all new strategic scale residential development (defined as development for 100 or more units) will be required to demonstrate how they have considered the following in their place making objectives:

- **Opportunities for community involvement in the long-term management and stewardship of the new development**
- **Opportunities for growing food such as allotments, community gardens and orchards to improve access to local healthy food**
- **Creation of walkable neighbourhoods to support people to live healthy lifestyles**
- **Livewell Development Accreditation Scheme**
- **Creation of a physical environment where people have the resilience to cope with life's changes such as a dementia friendly environment**
- **Incorporation of Sport England and National Design Guide Active Design principles**

- **Provision of a mix of uses on site that support daily life including education, employment, retail, public transport, healthcare, social, community and greenspace**
- **Opportunities to make a significant positive contribution to health and wellbeing.**

**For large scale development (defined as residential development of 50 or more units and non-residential development in excess of 1,000 sqm) a Health Impact Assessment will be required to assess the likely positive and negative impacts on the health of different groups in the population and on existing health services and facilities. The assessment should include recommendations on how positive health impacts could be maximised and negative impacts on health and inequalities avoided or mitigated. The Council will require Health Impact Assessments to be prepared having regard to the most up to date advice and best practice for such assessments. Where significant impacts are identified, planning permission will be refused unless measures to meet the health service requirements of the development are mitigated.**

**Developments which will have an unacceptable significant adverse impact on health and wellbeing which cannot be mitigated, or that fail to offer reasonable provisions, will be refused.**

### **Reasoned Justification**

**5.15** Spatial planning and health and wellbeing are intrinsically linked. The health and wellbeing of individuals and communities is affected by a wide range of factors. Health and wellbeing can be encouraged and improved through high quality planning, design and management of the environment providing convenient local healthcare services; public and open spaces and natural environments to encourage people to be physically active encouraging community participation; ensuring developments embody the principles of lifetime neighbourhoods and promote independent living; promoting access to healthy and locally sourced food; and encouraging active travel, most particularly cycling and walking for healthy lifestyles.

**5.16** The Chelmsford Health and Wellbeing Plan has identified five key health and wellbeing priorities. These are to reduce excess weight and obesity and increase physical activity in adults and children, alleviate loneliness and social isolation, improve poor housing, enabling people to age well in Chelmsford and to reduce alcohol, substance misuse and behavioural addictions. These can all impact our physical and mental health.

**5.17** The Council will work to improve the health and wellbeing of residents and communities by working in partnership with the NHS and Public Health to ensure residents and communities can access high quality primary and secondary health care services and that new and improved services are put in place, where appropriate, to serve the growing population; particularly for vulnerable groups and communities. The Council will also monitor the wider health and wellbeing outcomes using the Thriving Places Index.

## 5 - Creating Sustainable Development

**5.18** The design and masterplanning of development proposals will embrace the role they can play in supporting healthy lifestyles by facilitating participation in sport and physical activity. All development proposals should embed the Sport England and National Design Guide Active Design principles with particular regard to the sections relating to local identity and distinctiveness, mixture of housing type and tenure and internal and external layouts and walkable neighbourhoods with good access to a mix of uses and facilities.

**5.19** The (NPPF) recommends that local authorities should consider opportunities to support people to live healthy lifestyles including planning for an environment that helps promote active travel and physical activity. Good quality infrastructure encourages active travel and the use of public transport. Improved active travel corridors and access to public transport makes it easier for our residents and communities to use healthier travel choices which help prevent excess weight and obesity. All new and improved walking and cycling routes should be designed so ensure they are coherent, direct, safe, comfortable and attractive.

**5.20** Climate change impacts health directly through extreme weather conditions and events. In the UK, the effects of climate change will not be felt equally and are likely to increase health inequalities. There are significant health opportunities in the response to climate change. Many of the solutions to address climate change, such as promoting more sustainable and active travel and healthy sustainable diets are interventions that also bring benefits to health. Climate change is increasing global temperatures increasing the periods and frequency of high temperatures. Buildings can be kept cool during hot weather either through passive building design or energy-intensive methods to control internal temperatures. There are a number of negative health impacts caused by high indoor temperatures and overheating. High quality buildings are comfortable and healthy and should be both cool in the summer and warm in the winter. The buildings should have good fresh air ventilation and circulation, good levels of natural light and be protected from climate impacts such as flooding and overheating. Well-designed homes and buildings provide high quality functional, accessible and sustainable internal and external spaces for their residents and users positively promoting health and wellbeing. More information about the creation of sustainable buildings can be found in the National Design Guide, Making Places SPD and the Essex Design Guide.

**5.21** Investment in culture, the arts and public art and its associated infrastructure can provide improved and new cultural experiences for our residents and communities improving their health and wellbeing. Collaboration between the Council, local health providers, voluntary sector and key stakeholders will help embed culture into new and existing communities across Chelmsford.

**5.22** Community allotments, gardens and orchards provide learning opportunities about how to grow food and eat local fresh produce when it is in season. helps improve physical and mental health and wellbeing by being outdoors, and active, connected to nature and within a community.

**5.23** Walkable neighbourhoods are designed to prioritise walking and cycling enabling access to facilities and services without needing to use the private car. The co-location and concentration of retail, community and associated uses to support linked trips should be promoted as they would result in creating multiple reasons to visit a destination, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in leisure, sport and physical activity. Development proposals should have regard to the Essex Design Guide and supplementary guidance (A New Development Model for Essex, October 2023).

**5.24** The built and natural environment also has an important role to play in maintaining people's health, wellbeing and independence and their resilience to cope with life's changes including those with dementia. The local environment is a fundamental factor contributing to the quality of life of all people, it can either be enabling or disabling. Having access to amenities like local shops, doctors, post offices and banks within easy, safe and comfortable walking distances helps people feel connected. For people with dementia, it can also help them to live independent and fulfilling lives for longer. It is also important to consider the significant role that consistency and familiarity plays in giving people confidence and helping them to feel safe, especially older people and those with dementia. This can be as simple as the purpose of a building being obvious or having clear lines of sight through a development. Other design principles which developers should have adherence to ensure that developments are accessible to those with both visible and hidden disabilities including dementia include familiarity, legibility, distinctiveness, accessibility, comfort and safety.

**5.25** Developers are encouraged to apply for their developments to be awarded Livewell Development Accreditation. The scheme encourages developers to promote the physical and mental health of residents when designing and building new developments. The voluntary scheme recognises the wider factors that impact on health and wellbeing including access to healthier food, support for local employment and education facilities and inclusive communities.

**5.26** Most development has a potential impact upon the health services and facilities that are provided in the Council's administrative area. Likewise, through the design of new development, healthy living can be promoted. The extent of these impacts needs to be assessed to ensure that adequate health services continue to be provided for the community as a whole. For developments which have relatively little impact upon health services, an initial assessment may be sufficient to satisfy the requirements of this policy. For developments where an initial assessment indicates more significant health impacts, a comprehensive Health Impact Assessment (HIA) will be required. A full HIA can include matters such as housing quality and design, access to healthcare services and other social infrastructure, access to open spaces and the natural environment, air quality and noise impact, accessibility and travel options, crime reduction and community safety, access to healthy food, social cohesion and, minimising the use of resources. The Council will liaise with the Mid and South Essex Integrated Care System and Essex County Council Health and Wellbeing Services when assessing the scope and scale of likely impacts. A HIA should be prepared following the current best practice advice and reflect the most up to date evidence. Further details on preparing HIAs can be found in the Health Impact Assessment section of the Essex Design Guide.

## 5 - Creating Sustainable Development

### Alternatives considered

#### **No Policy, rely on NPPF.**

The NPPF requires planning policies to aim to achieve healthy spaces. This policy also helps to meet new Council strategic priority 7. Therefore, this is not a reasonable alternative.

### **STRATEGIC POLICY S15 – CREATING SUCCESSFUL PLACES**

**Development that is designed to be attractive, high quality, accessible, inclusive and safe will be supported.**

### Reasoned Justification

**5.27** High quality design of new development is essential to making places more attractive, sustainable, safe and accessible, and should be at the heart of every development. New development is not only about the buildings, but how they fit together, the spaces between them, and how the development is experienced. This sense of place does not arise by accident, but by careful application of all aspects of high quality, beauty and sustainability. Good design can also help to mitigate the impacts of climate change, promote healthier lifestyles and build a sense of civic pride.

**5.28** Masterplans will be required for Strategic Growth Sites, and they may also be appropriate for constrained or sensitive sites. Masterplans are separate from the planning application process. An approved masterplan must be in place for the relevant site prior to the submission of any planning application, and should set out the development principles and supporting evidence. The use of planning briefs or design coding may be required for smaller sites to provide a framework for development and clear guidance for design requirements.

**5.29** Development proposals should also have regard to the National Design Guide and National Model Design Code (September 2019) which offers general guidance on achieving high quality places and spaces. In addition, regard should be had to the Council's Making Places SPD. Making Places offers detailed guidance on achieving the required policy standards within the Local Plan and sets out local design guidance relevant to Chelmsford – in particular for the natural environment, movement, public spaces, built environment, sustainable design and construction, and adaptable buildings.

**5.30** The Council encourages developments to be inclusive to accommodate all users, placing people at the heart of the design process.

**5.31** Development is not only about creating a successful new place, but also securing its long- term future. New large Strategic Growth Sites should have long-term place keeping arrangements which involve community engagement and involvement in the management and enhancement of public spaces and community assets so residents are at the heart of the community, alongside developer commitment to creating and maintaining a legacy for future generations.

### Alternatives considered

#### **No policy, rely on NPPF.**

The policy follows the requirements of the NPPF, but the RJ also includes specific reference to the requirements for masterplans, place keeping and community involvement, and enhancements for certain groups. Therefore this is not a reasonable alternative.

### **STRATEGIC POLICY S3 – CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT**

**The Council will conserve and where appropriate enhance the historic environment recognising the positive contribution it makes to the character and distinctiveness of Chelmsford through the diversity and quality of heritage assets. This includes wider social, cultural, economic and environmental benefits.**

**The Council will designate and keep under review Conservation Areas in order to preserve or enhance their special architectural or historic interest with an emphasis on retaining and where appropriate improving the buildings and/or features that make a positive contribution to their character or appearance.**

**The Council will conserve or enhance the significance (including any contribution made by its setting) of Listed Buildings, Scheduled Monuments and Registered Parks and Gardens with an emphasis on preserving and where appropriate enriching the social, cultural, economic and environmental benefits that these heritage assets provide.**

**The Council will seek the protection, conservation, and where appropriate and important to their significance, re-use and/or enhancement of historic places and sites on the Heritage at Risk Register and the local buildings at risk register.**

**When assessing applications for development, the Council will place great weight on the preservation or enhancement of designated heritage assets and their setting. The Council will encourage applicants to put heritage assets to viable and appropriate use, to secure their future preservation and where appropriate enhancement, as appropriate to their significance. Policy DM13 sets out how the Council will consider proposals affecting the different types of designated heritage assets and their significance.**

**The Council will seek to conserve and where appropriate enhance the significance of non-designated heritage assets and their settings, which includes buildings, structures, features, gardens of local interest and protected lanes. Policy DM14 sets out the Council's approach to the protection and retention of these assets.**

**Chelmsford contains a number of sites of archaeological importance. As set out in Policy DM15, the Council will seek the preservation and where appropriate enhancement of sites and their setting of archaeological interest.**

## 5 - Creating Sustainable Development

### Reasoned Justification

**5.32** Chelmsford has a rich and diverse heritage. It has many heritage assets which are worthy of protection for their significance and for their contribution to the special character of Chelmsford. Within Chelmsford's administrative area there are 1,012 listed buildings. There are also 25 Conservation Areas, 19 Scheduled Monuments, and 6 Registered Parks and Gardens all of which are shown on the Policies Map. With the exception of Conservation Areas, these designated heritage assets are identified within the National Heritage List for England.

**5.33** Buildings are listed on the basis of their special architectural or historic interest. These buildings are subject to special planning controls over their demolition, partial demolition, alteration or extension in any manner which affects their special character. Within Chelmsford there are a high number of timber frame buildings from the 14th-17th centuries reflecting the prosperity of the area in this period and displaying vernacular building techniques, notably within the rural areas and village centres, such as Stock, Writtle, Boreham and Great Waltham. The survival of vernacular buildings across the administrative area contributes to its distinctiveness. There are 63 Grade I and II\* listed buildings, including medieval parish churches, structures at Pleshey Castle, Henry VIII's palace at New Hall, country houses (such as Langleys, Leez Priory and Boreham House) and exceptionally complete timber frame buildings.

**5.34** Conservation Areas are designated under the Planning (Listed Building and Conservation Areas) Act 1990. Conservation Areas are defined and designated by the Council. They are areas of special architectural or historic interest where the Council has a statutory duty to preserve or enhance their character or appearance. The Council will produce character appraisals and management plans for its Conservation Areas. 5 Conservation Areas cover the City Centre, 17 historic village centres, St John's Hospital and John Keene Memorial Homes and are designated for their special character.

**5.35** The Chelmer and Blackwater Navigation is also designated as a Conservation Area. This historic waterway, which extends through Braintree and Maldon districts, resulted in Chelmsford's expansion and development as an industrial centre from the late eighteenth century. It is significant for its structures, including 13 locks, landscape character, leisure and recreational value.

**5.36** There are 6 Registered Parks and Gardens, including an 800m long Avenue at New Hall, the rare 'canal' water feature at Boreham House and the Humphry Repton landscape at Hylands Park. The public parks at Hylands and Danbury have an important role in the distinctness of Chelmsford and social wellbeing. They also contribute to the local economy through organised events and formal and informal recreation. The Council recognises that Registered Parks and Gardens should be protected.

**5.37** Archaeological and/or historical features represent a finite and non-renewable resource that are vulnerable to damage and destruction. Any works to Scheduled Monuments require the consent of the Secretary of State. There are 19 Scheduled Monuments, including a number of moated sites, Roman villas, the Iron Age Hillfort at Danbury, the late twelfth century earthwork castle at Pleshey and medieval salt works at South Woodham Ferrers. The Essex Site and Monument Record records over 2,500 archaeological sites in Chelmsford.

**5.38** In addition to designated heritage assets, Chelmsford has many non-designated assets which are worthy of protection and conservation for their architectural, townscape, landscape or historic interest. The Council will continue to update a list of heritage assets which have local value. This is titled Register of Buildings of Local Value and includes buildings, structures or features of local architectural or historic interest which make a positive contribution to their locality. 564 buildings are included on the current Register of Buildings of Local Value, and 12 sites are identified on the Inventory of Design Landscapes of Local Interest prepared by the Essex Gardens Trust. Both the designated and non-designated heritage assets reflect the expansion of Chelmsford as a manufacturing and technology centre in the early twentieth century, when Hoffmann, Marconi, and Crompton were located in the town.

**5.39** A Heritage at Risk programme has been implemented by Historic England. It protects and manages the historic environment so the number of 'at risk' historic places and sites across England is reduced. The Heritage at Risk Register identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development.

**5.40** The Council also maintains a buildings at risk register (including designated and non-designated heritage assets) and proactively works to seek their protection and conservation. Sustaining appropriate uses is part of a strategy to ensure their conservation and their economic contribution. The 2022 Buildings at Risk Register includes 12 entries. In determining planning applications, the Council will take account of the desirability of sustaining and promoting opportunities to enhance the significance of both designated and non-designated assets and their settings.

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

**5.42** The role of historic assets can also contribute towards the area's wider green infrastructure network, to local character and distinctiveness, and the economy. The Council will seek opportunities to promote the local distinctiveness of Chelmsford through heritage interpretation, blue plaques and public art.

### **Alternatives considered**

#### **No Policy, rely on NPPF.**

This would not cover the main objectives of the policy in terms of how to identify and assess all assets of local heritage significance. Therefore, this is not a reasonable alternative.

### **STRATEGIC POLICY S4 – CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT**

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

The Council will plan for a well-connected multifunctional network of green and blue infrastructure which protects, enhances and restores ecosystems and allows nature recovery across the Council's area. The garden community developments will be required to deliver 20% Biodiversity Net Gain, other qualifying new development will be required to deliver a minimum 10% Biodiversity Net Gain. The needs and potential of biodiversity will be considered together with those of natural, historic and farming landscapes, the promotion of health and wellbeing, sustainable travel, water management including water resources, and climate change adaptation.

The Council will ensure that new development does not contribute to water pollution and, where possible, enhances water quality, and demonstrates the advancement of biodiversity and amenity interests through the provision of a range of greenspaces. Management, mitigation and compensation measures will be secured through planning conditions/obligations where necessary. Developers will need to demonstrate that sufficient waste water treatment capacity is available ahead of occupation to ensure no deterioration in the quality of receiving waters.

The Council will ensure that, where appropriate, new development seeks to improve water-related biodiversity taking account of Water Framework Directive objectives and River Basin Management Plan actions.

The Council will seek to minimise the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) to major new development.

Contributions from qualifying residential developments within the Zones of Influence, as defined in the adopted Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS), will be secured towards mitigation measures identified in the RAMS.

Where appropriate, contributions from proposed residential developments will be secured towards recreational mitigation measures at Hatfield Forest Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR).

#### **Reasoned Justification**

**5.43** The Council has a duty to protect sites of international, national, regional and local nature conservation importance. The importance of these sites across the Council's area is reflected in the range of designations and reflects the specific importance of particular habitats. Designated sites include Ramsar Sites, Special Protection Areas, Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), Ancient Woodlands, Local Nature Reserves and Local Wildlife Sites. Proposals likely to have an adverse effect on sites designated for their international, European and national importance to nature conservation

will require a full assessment in line with European legislation. Appropriate weight will also be given to sites pending designation.

**5.44** The Environment Act, 2021, brought mandatory Biodiversity Net Gain (BNG) into law. This means that all new developments will be required to deliver a minimum 10% increase in biodiversity.

**5.45** Essex Local Nature Partnership (LNP) was set up in response to the 2021 Environment Act requirement for the development of Local Nature Recovery Strategies (LNRS). Its goal is to develop a LNRS that has cross sectoral support, as well as nature recovery, resulting in more nature across Essex in the future, as mandated by the 2021 Environment Act. The LNRS will set out in detail a strategy for delivering this mandate, but overall the principle is that there is a need for better connectivity and scale to achieve nature recovery across Essex.

**5.46** New development should minimise pollution of the natural environment including potential light pollution from glare and spillage on intrinsically dark landscapes and nature conservation.

**5.47** The Council's 'Improvement Plan for Rivers and Waterways in and around Chelmsford' sets out opportunities to improve the appearance, attractiveness, and recreational use of these assets and to promote schemes and activities that enhance their habitat, ecological and biodiversity value.

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

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

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

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

## 5 - Creating Sustainable Development

- Securing a step-change in environmental quality and performance to meet the goals of sustainable development, quality of life enhancement and climate change adaptation
- Where appropriate planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

**5.51** New development in particular will be expected to incorporate multifunctional greenspaces which provide for biodiversity, recreation and sustainable travel, whilst helping to reduce pollution through the use of sustainable drainage systems (SuDS). In addition, new development should seek to improve water-related biodiversity taking account of Water Framework Directive objectives and River Basin Management Plan actions. Appropriate mitigation measures will be required on sites where protected species are impacted by development.

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

**5.53** All development proposals must comply with current requirements and best practice for measurable biodiversity net gain and Nature Recovery Strategies and Networks. As a minimum, 10% biodiversity net gain is required or as otherwise indicated in policy and legislation. This is in addition to the requirement to follow the mitigation hierarchy. Biodiversity net gain requirements must not undermine the existing range of protections, in planning policy and legislation, for irreplaceable habitats and protected sites. As part of the planning process a calculation in line with the latest Natural England Biodiversity Metric should be submitted and strict adherence to the mitigation hierarchy should be used to ensure harm is avoided in the first instance, that provision for a minimum 10% measurable net gain in biodiversity is made onsite wherever possible and that offsite compensation with a long-term management plan is used as a last resort. All projects should have regard to reducing the impacts of climate change and delivering multiple benefits in terms of but not exclusive to habitats, carbon storage and Natural Flood Management.

**5.54** Residential development proposed within the Local Plan has the potential to result in an increase in recreational disturbance on the Essex Estuaries Special Area of Conservation (SAC) and Crouch and Roach Estuaries Special Protection Areas (SPA). This issue was further considered in an Appropriate Assessment which identified the need to prepare a Recreational Avoidance and Mitigation Strategy (RAMS). Following consultation with Natural England, an Essex-wide RAMS was prepared to cover the Essex Estuaries SAC and Crouch together with the Roach Estuaries SPA and the Colne and Blackwater Estuaries SPAs and Ramsar sites.

**5.55** The Essex Coast Recreational disturbance Avoidance and Mitigation Strategy (RAMS) Strategy Document was adopted in 2019 and the SPD was adopted in 2020. The Essex Coast RAMS, which has the brand name Bird Aware Essex Coast, aims to deliver the mitigation necessary to avoid adverse effects on the integrity of habitats sites from the in-combination impacts of residential development in Essex. The Essex Coast RAMS identifies a detailed programme of strategic avoidance and mitigation measures which are to be funded by developer contributions from all qualifying residential development within the Zones of

Influence as defined in the adopted RAMS or, in exceptional circumstances, identify and implement bespoke mitigation measures to ensure compliance with the Habitats Regulations.

**5.56** Natural England and the National Trust is formulating a package of on-site Strategic Access Management and Mitigation Strategy (SAMMS) for the Hatfield Forest Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR). The SAMMS will describe a range of mitigation measures available to offset the recreational impacts from proposed new housing development within the Hatfield Forest Zone of Influence. Ahead of the SAMMS being finalised, financial contributions may be sought towards mitigation measures on residential development proposals in consultation with Natural England and the National Trust. At this stage, a small area in the north-west of the Council's administrative area falls within the Zone of Influence. None of the residential site allocations allocated within the Local Plan are within this Zone of Influence.

**5.57** The Council recognises the importance of the best and most versatile agricultural land. This is defined as Grades 1, 2 and 3a, within the NPPF, and is recognised as a natural resource for the future. Effective use of brownfield land of low environmental value will be encouraged to minimise the loss of higher quality agricultural land. Furthermore, the Council will seek the provision of high quality green infrastructure that will protect, enhance and create wildlife corridors to maintain ecological connectivity when greenfield land will be lost.

### Alternatives considered

#### **No Policy, rely on NPPF.**

The policy follows the requirements of the NPPF and also includes specific reference to the role of water management in reducing pollution locally. This option therefore, is not a reasonable alternative.

### **STRATEGIC POLICY S5 – PROTECTING AND ENHANCING COMMUNITY ASSETS**

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

### Reasoned Justification

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

## 5 - Creating Sustainable Development

**5.59** An important element of sustainable development and creating sustainable communities is the provision and protection of community uses such as schools, health and recreation, education, community halls, pavilions, scout huts, places of worship and other cultural buildings at locations that are readily accessible. Schools are specifically identified on the Policies Map. These uses are predominately within Use Class F1/F2 of the Use Classes Order 1987 (as amended). In addition, and especially outside the urban areas, facilities such as public houses, post offices, local shops and petrol stations and other community facilities can perform a vital function in terms of the economic and social welfare of such areas, and to help ensure the continued vitality of village and rural communities.

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

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

### **Alternatives considered**

#### **No Policy, rely on NPPF.**

The policy follows the requirements of the which requires local planning authorities to proactively have policies which provide the necessary community facilities. The inclusion of active travel reflects the Councils strategic priorities. Local Plans should set clear policies for their area in respect of community facilities. Therefore, this is not a reasonable alternative.

## **6 - How will Future Development Growth be Accommodated?**



## 6 - How will future development growth be accommodated?

**6.1** This Section sets out the requirements for development for the period up to 2041 and the Council's Spatial Strategy. It also presents a number of strategic policies including policies related to securing infrastructure and delivering growth. New Strategic Policies have been added, numbered S16 and S17. However, they have been shown in the order they will appear, and all the Strategic Policies will be renumbered in later versions. Strategic Growth Sites, providing 100 or more new homes, have an accompanying policy which sets out the expectations for their delivery. Growth Sites, providing less than 100 new homes, also have specific policies where appropriate.

### Development requirements

#### **STRATEGIC POLICY S6 – HOUSING AND EMPLOYMENT REQUIREMENTS**

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

##### **A. HOUSING**

**In order to meet the assessed housing need calculated using the Standard Method, provision is made for a minimum of 19,000 net new homes at an average annual rate of 1,000 net new homes per year.**

**In order to meet identified need, a total of between 36 and 77 permanent pitches for Gypsies and Travellers as defined by national planning policy for the period 2023-2041 will be provided.**

**In order to meet identified need, a total of 25 permanent plots will be provided for Travelling Showpeople as defined by national planning policy in the period 2023-2041.**

##### **B. EMPLOYMENT**

**In order to meet the forecast economic growth needs and employment space requirements, the Local Plan allocates development sites to accommodate a minimum of 162,646sqm of new employment floorspace (Use Classes E(g)(i-ii), B2 and B8) in addition to existing commitments over the Plan period.**

#### **Reasoned Justification**

##### **New Homes**

**6.2** The Council is committed to plan positively for new homes and to help significantly boost the supply of housing to meet the needs of the area. To meet the requirements of national planning policy there is a need to establish the number and type of new homes. Detailed analysis in the report affirms that the Standard Method is a reasonable assessment of housing need for Chelmsford.

**6.3** The Strategic Housing Needs Assessment (SHNA) report published in August 2023 uses the Standard Method for calculating housing need as set out by Government in National Planning Practice Guidance and follows a four-step process. The first step is to establish a demographic baseline of household growth drawn from the 2014-based Household Projections over a ten-year period with the current year being the first year. This results in a growth of

## 6 - How will future development growth be accommodated?

6,314 households (631 per annum) over the ten-year period 2023 – 2033. Planning Practice Guidance states that this average household growth and the local housing need arising from it can then be applied to the whole plan period in calculating housing need.

**6.4** The second step is to consider the application of an uplift on the demographic baseline to take account of market signals. The adjustment increases the housing need where house prices are high relative to workplace incomes. The latest workplace affordability ratio for Chelmsford was 12.21, giving an uplift of 51% on the demographic projection and leading to a housing need of 955 dwellings per annum.

**6.5** As this outcome is lower than a capped figure, which is calculated as the former Local Plan Housing Requirement of 805 dwellings plus 40%, (1,127 dwellings per annum), the capping stage set out in step 3 of National Planning Practice Guidance does not apply. The fourth and final step in the calculation also does not apply as Chelmsford is not one of the 20 largest urban areas in England.

**6.6** Since the Standard Method was first published by Government in 2018, the average housing need figure has been 953 homes per annum. To plan to meet only the minimum local housing need figure produced by the Standard Method would not significantly boost the supply of homes and potentially impacts on the Council's ability to meet housing needed by specific groups. The City Council declared a housing crisis in Chelmsford in February 2022 and levels of homelessness continue to rise. Taking this, and the annual variation into account, the Council proposes a Housing Requirement figure of 1,000 homes per annum for the plan period 2022 – 2041.

**6.7** The Council will review housing numbers regularly in accordance with national policy requirements, and will have regard to the housing market area when consulting on any strategic matters that apply, including any housing needs that cannot be met within neighbouring areas.

### Housing Supply

**6.8** To provide flexibility in the supply of housing sites and help significantly boost its supply, the Council proposes to allocate development sites in the Local Plan to provide close to a further 20% supply buffer above the Housing Requirement of 1,000 homes per annum. The buffer allows for an additional housing supply in Chelmsford to be maintained throughout the Local Plan period to ensure the Housing Requirement is met. This same approach was implemented by the Council's in the Local Plan period covering 2013-2036.

**6.9** When taking the supply buffer into account, provision is made for a total of 22,567 new homes in the period 2022 - 2041. When considering existing housing completions (822), existing sites with planning permission (3,745), existing Local Plan allocations to 2036 (12,677) and Windfall Projection to 2041 (1,461), the residual new Local Plan Allocations for the period to 2041 is 3,862 new homes.

## 6 - How will future development growth be accommodated?

**Table 1 :Housing supply**

Housing supply as at 2022/23 base date	Net new homes
Completions 2022 -2023	822
Sites with planning permission (excludes existing Local Plan allocations)	3,745
Existing Local Plan allocations	12,677
New Local Plan Review Allocations	3,862
Windfall allowance (2026-2041)	1,461
<b>TOTAL SUPPLY</b>	<b>22,567</b>

**6.10** Based on past delivery records, windfall sites will also make an important contribution to the Spatial Strategy. These are sites expected to come forward throughout the Local Plan period and as such are taken into account when determining the residual housing requirement. The Council has assessed the contribution of windfall sites on past housing supply in Chelmsford. The evidence shows that around 196 new homes have been built on windfall sites per year. For future housing supply, a windfall allowance of 100 new homes a year is considered robust and represents a modest contribution to overall supply.

**6.11** Housing completions will be assessed annually against the housing trajectory to monitor performance and determine whether any action is required to improve delivery rates. This will be reported in the Authority Monitoring Report (AMR). It is important that a range of house types and sizes are provided as part of new residential developments. The requirements for the size and type of housing is contained in Policy DM1, and for affordable housing in Policy DM2.

### **Gypsy and Travellers and Travelling Showpeople**

**6.12** In accordance with the National Planning Policy for Traveller Sites (PPTS) the Council in partnership with other Essex Local Authorities undertook a Gypsy and Traveller Accommodation Assessment in 2023. This identified those Gypsies, Travellers and Travelling Showpeople which should be planned for in accordance with the PPTS, and those which should otherwise have their specific cultural needs of living accommodation met in accordance with the Equalities Act 2010, the Children's and Families Act 2014 and the Human Rights Act 1998, and where the PPTS does not apply. The Local Plan needs to consider the accommodation needs of all Gypsies, Travellers and Travelling Showpeople. For those Gypsy and Travellers that do not meet the PPTS definition their needs will be considered through the provisions for specialist housing covered by Policy DM1.

**6.13** The provisional findings of the Gypsy and Traveller Accommodation Assessment that covers the period 2023 to 2041 identifies a requirement for a range of between 36 and 77 Gypsy and Traveller pitches and 25 nomadic Travelling Showpeople plots to be developed by 2041 within Chelmsford.

**6.14** When the final results of the Gypsy and Traveller Accommodation Assessment 2023 are known, the need for transit sites can be established.

## 6 - How will future development growth be accommodated?

**6.15** The Council will expect to see Gypsy and Traveller Pitches and Travelling Showpeople accommodation provided on all suitable large strategic development allocations, the detail of which are set out in separate strategic site policies.

### **New Employment Floorspace**

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

**6.17** Chelmsford's economy and employment base is strong and continues to grow in line with its role as a regional administrative and commercial centre. Chelmsford supports around 87,000 jobs – the highest of any district in Essex and there are around 9,000 businesses.

**6.18** The economy of Chelmsford is mixed with high numbers of jobs in the retail sector, social and health work sector, professional and scientific sector and the administration support sector. The Essex Sector Development Strategy (2022) identifies growing employment sectors that are set to create new jobs over the next 30 years including construction, clean energy, advanced manufacturing and engineering, digi-tech, life sciences, and health and care, and professional and support sectors.

**6.19** As part of the Strategic Housing Needs Assessment 2023 and Employment Land Review 2023, an analysis of economic forecasts was undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth. The Employment Land Review and the Retail Capacity Study Update 2023 have also been carried out which set out the amount and types of employment and retail floorspace that will be required within the Local Plan period.

**6.20** The Council is planning to allocate 162,646sqm of net additional employment floorspace to accommodate economic growth and employment requirements up to 2041. This is, informed by forecasts in the Employment Land Review 2023 and seeks to support the growth in the economically active population over the plan period. This new supply is additional to the existing and emerging employment pipeline including extant planning permissions.

### **Alternatives considered**

#### **No Policy, rely on NPPF.**

The NPPF requires local planning authorities to proactively meet the need for new housing, employment and retail. Local Plans should set a clear strategy for their area to encourage sustainable growth and inward investment. Therefore, this is not a reasonable alternative.

## 6 - How will future development growth be accommodated?

### Identify additional retail floor space requirements

The Retail Capacity Study 2023 does not consider it necessary for the Local Plan to allocate additional convenience or comparison goods floorspace in Chelmsford City Centre or South Woodham Ferrers Town Centre over the plan period to 2041. Therefore, this is not a reasonable alternative.

## The Spatial Strategy

**6.21** In order to meet identified development needs, the Spatial Strategy sets out the scale and distribution of new development across Chelmsford during the Local Plan period up to 2041. It is based on a number of considerations including national planning policy, the Local Plan's Strategic Priorities, Vision and Spatial Principles, environmental constraints, and the availability and viability of land for development.

### STRATEGIC POLICY S7 – THE SPATIAL STRATEGY

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

#### Settlement Hierarchy

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

## 6 - How will future development growth be accommodated?

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

New development allocations will be focused on the three Growth Areas of Central and Urban Chelmsford, North Chelmsford, and South and East Chelmsford using the distribution set out in the Key Diagram (Figure 14), Policies Map, and the table below:

### Spatial Strategy – Development Locations and Allocations

Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
<b>Growth Area 1 – Central and Urban Chelmsford</b>					
<b>Site/Location</b>					
1	Previously developed sites in Chelmsford Urban Area	2,765			4,000sqm Use Class E(g)(i-ii)
2	West Chelmsford	880		5	
3a	East of Chelmsford - Manor Farm	360			
3b	East of Chelmsford - Land North of Maldon Road				5,000sqm Office/Business Park
3c	East of Chelmsford - Land North of Maldon Road	109			
3d	East of Chelmsford - Land North of Maldon Road	65			
4	Land North of Galleywood Reservoir	24			
5	Land surrounding Telephone Exchange,	25			

## 6 - How will future development growth be accommodated?

	Ongar Road, Writtle				
Development allocations to 2041		New Home	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
<b>Area Total</b>		<b>4,228</b>		<b>5</b>	<b>9,000sqm</b>
<b>Growth Area 2 – North Chelmsford</b>					
<b>Site/Location</b>					
6	North East Chelmsford (Chelmsford Garden Community)	6,250	10	10	56,946sqm Office/Business Park
7a	Great Leighs - Land at Moulsham Hall	750		5	
7b	Great Leighs - Land East of London Road	190			
7c	Great Leighs - Land North and South of Banters Lane	100			
8	North of Broomfield	512			
9a	Waltham Road Employment Area				3,500sqm B2/B8
14a	Land west of Back Lane, Ford End	20			
14b	Land south of Ford End Primary School, Ford End	20			
15	Little Boyton Hall Farm Rural Employment Area				6,000sqm B2/B8
<b>Area Total</b>		<b>7,842</b>	<b>10</b>	<b>15</b>	<b>66,446sqm</b>

## 6 - How will future development growth be accommodated?

Development Allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
<b>Growth Area 3 – South and East Chelmsford</b>					
<b>Site/Location</b>					
16a	East Chelmsford Garden Community (Hammonds Farm)	3,000	20		43,000sqm Business Space
16b	Land adjacent to A12 Junction 18				43,000sqm Business Space
10	North of South Woodham Ferrers	1,220		5	1,200sqm Business Space
11a	South of Bicknacre	42			
11b	Land at Kingsgate, Bicknacre	20			
11c	Land west of Barbrook Way, Bicknacre	20			
12	St Giles, Bicknacre	32			
13	Danbury	100			
17a	Land North of Abbey Fields, East Hanningfield	15			
17b	Land east of Highfields Mead, East Hanningfield	20			
<b>Area Total</b>		<b>4,469</b>	<b>20</b>	<b>5</b>	<b>87,200sqm</b>
<b>Total Local Plan Allocations</b>		<b>16,539</b>	<b>30</b>	<b>25</b>	<b>162,646sqm</b>
<b>Windfall Allowance 2026-2041</b>		<b>1,461</b>			
<b>TOTAL</b>		<b>18,000</b>	<b>30</b>	<b>25</b>	<b>162,646sqm</b>

There will also be opportunities for Exception Sites providing affordable homes to meet identified local needs in some locations where there are policies of constraint.

## 6 - How will future development growth be accommodated?

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

New employment growth will be delivered as part of mixed used development on appropriate previously developed sites in Chelmsford Urban Area. Strategic employment growth is directed to strategic site allocations at North East Chelmsford (Chelmsford Garden Community), a new garden community to the east of Chelmsford (Hammonds Farm), Land adjacent to A12 Junction 18, East Chelmsford, and as extensions to Little Boyton Hall Farm Rural Employment Area and Waltham Road Employment Area.

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

New development will be delivered in a manner that ensures the timely provision of necessary supporting infrastructure. Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council.

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

## 6 - How will future development growth be accommodated?

Figure 14 : Key Diagram



## 6 - How will future development growth be accommodated?

### Reasoned Justification

#### The General Principles

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

**6.23** National Planning Policy requires councils to identify land in local plans to accommodate ten percent of their housing requirement figure on sites no larger than one hectare. Allocated small sites are often built out relatively quickly and need to be identified separately from the supply generated through small windfall sites. Having a good mix of site sizes helps to maintain a diverse housing supply. Residential development on private residential gardens contributes to Chelmsford's housing delivery on small windfall sites. In accordance with the NPPF, these will be supported where development would not cause harm to the local area and where they are in accordance with other relevant policies of the plan including Policy DM23.

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

- Sustainable urban extensions of Chelmsford for new housing and employment
- Two new garden communities to the north east of Chelmsford (Chelmsford Garden Community) and east of Chelmsford (Hammonds Farm) underpinned by the TCPA Garden City Principles
- Expansion of existing established employment sites (Land at Waterhouse Lane, Little Boyton Hall Farm and Waltham Road).

**6.25** The Spatial Strategy sets out the need to balance sustainable development against a number of different issues including the loss of agricultural land, particularly the Best and Most Versatile agricultural land. The majority of the agricultural land in Chelmsford is either Grade 2 or 3. However as the identified development needs cannot be accommodated solely on previously developed land, the loss of some agricultural land to development is inevitable. Most agricultural land lost as a result of new development will be Grade 3. This will lead to a loss of approximately 853 hectares of Grade 3 agricultural land and approximately 246 hectares of Grade 2 land. This equates to around 2.4% of the total Grade 2 land and around 4.2% of the total Grade 3 land in Chelmsford's administrative area.

## 6 - How will future development growth be accommodated?

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

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

**6.28** Service Settlements have more limited services and facilities but typically include primary schools, convenience shopping facilities and community facilities making them suitable for a more limited scale of development. Growth in Service Settlements outside the Green Belt will reinforce their role as a provider of services to the local rural area and reflect the aspirations of national policy in promoting stronger communities.

**6.29** Small Settlements have the least services and facilities and transport links which means they are bottom of the Settlement Hierarchy. These are considered the least sustainable. There may be limited opportunities for small-scale development growth within these areas through affordable housing exception sites, or other development promoted through Neighbourhood Plans.

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

**6.31** For the avoidance of doubt the use of the words 'area total' and 'total' contained within the tables in Strategic Policy S7 are not intended to create a ceiling for housing or employment floorspace. They are simply a sum of the housing numbers and floorspace contained within each of the site allocation policies. Strategic Policy S6 makes it clear that the overall housing provision is a minimum number.

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

**6.33** The Council, in partnership with other stakeholders, will seek to reduce levels of social and economic deprivation. This will be achieved by coordinating planning and other relevant strategies to ensure that improved services, community facilities and infrastructure are

## 6 - How will future development growth be accommodated?

provided particularly in those areas where indices of deprivation require targeted improvements. Sport England and Public Health England's Active Design guidance and incorporation of the National Design Guide's Active Design Principles are ways in which a more healthy lifestyle can be achieved through design. The use of masterplans for strategic new development can help ensure the integration of new and existing communities, as well as creating attractive places to live. Green infrastructure can also provide opportunities for the focus for community engagement, at various levels from Neighbourhood Plans to local interest groups. Strategic Policy S14 will also ensure that new development improves the health and wellbeing of our residents and communities.

**6.34** Neighbourhood Plans will play an important role in implementing the Local Plan. They will enable local communities to influence the detailed policies to promote community inclusion and proposals at the neighbourhood level within the strategic framework set out in the Local Plan, and help shape new developments in their area. The Council supports neighbourhood plan groups in the preparation of their plans and has published guidance within the adopted Statement of Community Involvement.

### The Growth Areas

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

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

**6.36** Strategic Growth Sites and other types of sites allocated for development are defined at Table 3 in the Local Plan.

**6.37** Where identified under the relevant Strategic Growth Site Policies, the Council will expect a masterplan for each site to be submitted for approval. The masterplans will cover the details of how sites will satisfy the requirements of the respective Site Policies. The Council will consider the use of Planning Briefs and Design Codes on other site allocations. Some of the sites have existing masterplans/design briefs. The Council will review and consider whether they are relevant and/or still up-to-date to determine whether further masterplanning is required and whether the masterplan process can be adapted to take account of them.

### Growth Area 1

**6.38** A key objective for development in the Chelmsford Central and Urban Growth Area is to focus on the regeneration of previously developed sites in Urban Chelmsford to help to continue its renewal as an important centre for employment, shopping, public services, leisure and cultural facilities. Around 2,750 new homes and 4,000sqm of new employment floorspace will be provided within Chelmsford Urban Area over the plan period.

**6.39** In addition, the Local Plan makes provision for around 1,400 new homes and 5,000sqm of new employment floorspace focused at sustainable new neighbourhoods on the edge of Urban Chelmsford linked to the City Centre by public transport, cycling and walking. These new neighbourhoods are located close to the Green Wedge in order to maximise opportunities

## 6 - How will future development growth be accommodated?

for cycling and walking into the City Centre. The remainder of new homes will be located on predominately previously developed sites within Chelmsford's Urban Area.

### Growth Area 2

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

**6.41** The Council's former Local Development Framework allocated a minimum of 3,200 new homes and 64,000sqm of commercial floorspace at North East Chelmsford known as Beaulieu and Channels. Outline planning permission has been granted for 4,350 new homes, 40,000sqm floorspace business park and a new rail station. Construction work commenced on the scheme in 2014. The phased delivery of this allocation will continue into the late 2020s and future detailed planning applications will be considered in accordance with the approved masterplan and Landscape and Design Management Plan which were informed by the relevant sections of the North Chelmsford Area Action Plan (NCAAP). This includes the approved heritage compensatory measures for the protection of the Grade I listed New Hall School and Registered Park and Garden.

**6.42** Subsequently, the Council's Local Plan adopted in May 2020 allocated a further 3,000 new homes and 45,000sqm of office/business park floorspace at North-East Chelmsford as an extension to Beaulieu and Channels and known as Chelmsford Garden Community. The plan also identified that the wider allocation may have potential for a further 2,500 new homes post-2036 as part of a plan review. This allocation has an approved masterplan and outline planning permissions have now been submitted for 6,250 homes and around 57,000sqm of new employment floorspace – see Location 6. This development will be underpinned by Garden City principles developed by the Town and Country Planning Association (TCPA) (e.g. comprehensively planned, enhance the natural environment and provide high quality homes).

**6.43** Alongside other developments at Great Leighs (Location 7), this allocation will help to deliver strategic infrastructure including the Chelmsford North East Bypass.

**6.44** In addition, small allocations in the Service Settlement of Ford End (Location 14) will help to support the services and facilities in this village and help to maintain a diverse housing supply.

**6.45** New employment development will also be provided through extensions to the existing Little Boyton Hall Farm Rural Employment Area (Location 15) and Waltham Road Employment Area in Boreham (Location 9a). Expansion of these well-established sites will provide further rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of business in rural areas.

### Growth Area 3

**6.46** This area will see significant change with both one new Garden Community and a strategic employment site alongside an extension to the town of South Woodham Ferrers.

**6.47** A new garden community to the east of Chelmsford based on Garden City Principles will be provided at Hammonds Farm (Location 16a). This site lies adjacent to the A12 and A414 and will create a new sustainable, comprehensively planned, landscape-led garden community of 3,000 new homes and 43,000sqm of new employment floorspace over the

## 6 - How will future development growth be accommodated?

Local Plan period. The wider allocation has the capacity for a further 1,500 new homes to be developed post-2041. The timing and delivery of further development would need to be considered as part of a review of this Local Plan.

**6.48** In addition, a new strategic employment site for around 43,000sqm is proposed at Land adjacent A12 Junction 18 (Location 16b), adjacent to the East Chelmsford Garden Community (Hammonds Farm). This strategic stand-alone employment site will provide for a mix of employment uses including office, light industrial, general industrial and distribution uses in a sustainable location close to the strategic road network. The development will make an important contribution to the delivery of employment and jobs in the City Council's area over the plan-period.

**6.49** The East Chelmsford Garden Community (Hammonds Farm), Land adjacent to A12 Junction 18 and Waltham Road Employment Area employment allocations will help to deliver strategic infrastructure including the Chelmsford North East Bypass.

**6.50** In addition, small allocations in the Key Service Settlements of Bicknacre and Danbury and the Service Settlement of East Hanningfield will help to support the services and facilities in these villages and help to maintain a diverse housing supply.

**6.51** The Growth Area will also deliver a sustainable new extension to the north of the existing town of South Woodham Ferrers. The vision for growth in South and East Chelmsford is for sites which will support and strengthen South Woodham Ferrers' important local role and help deliver improvements to the A132 corridor.

### Phasing and Delivery of Site Allocations

**6.52** These new developments will be phased according to deliverability and identified need. Development at the North East Chelmsford Garden Community, East Chelmsford Garden Community (Hammonds Farm) and Land adjacent to A12 Junction 18 will accommodate a substantial amount of the housing and employment growth planned for Chelmsford within the Local Plan period and beyond in a sustainable way. It is anticipated that smaller allocated sites will provide the majority of supply in the first five years alongside existing commitments. The delivery and phasing of development sites is set out in the Development Trajectories at Appendix C. The new Local Plan allocations will deliver the majority of new development from 2029 onwards with a five-year land supply maintained before that through existing commitments.

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

### Other Housing Needs

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

## 6 - How will future development growth be accommodated?

**6.55** The provisional findings of the Gypsy and Traveller and Travelling Showpeople Accommodation Assessment that covers the period 2023 to 2041 identifies a requirement for a range of between 36 and 77 Gypsy and Traveller pitches and 25 Travelling Showpeople plots to be developed by 2041. The Council will expect to see Gypsy and Traveller and Travelling Showpeople accommodation provided on large strategic development allocations.

### **Special Policy Areas**

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

- Chelmsford City Racecourse is being developed as a major racecourse and equestrian centre with supporting entertainment facilities
- Broomfield Hospital is an important regional hospital and the largest employer in the Council's area, and will require room for expansion and upgrading of facilities
- ARU Writtle is one of the UK's leading institutions for land-based studies which is seeking to expand and broaden its educational facilities and opportunities
- Hanningfield Reservoir Treatment Works is a major site containing water treatment facilities, and will need to cater for the long-term provision of water supplies and related business functions
- Sandford Mill is located within the Chelmer River Valley and comprises a former water treatment works and associated facilities. It has been recognised as an opportunity for a mixed-use development incorporating a range of leisure development in conjunction with usage of the Chelmer and Blackwater Navigation
- The RHS Gardens at Hyde Hall are nationally important landscape scale gardens. There has been significant investment at Hyde Hall in the recent past, with a new visitor centre and associated development, and the RHS have plans for continued investment in the gardens.

**6.57** The Council will consider development proposals within each Special Policy Area in the context of an approved masterplan for each site.

### **Alternatives Considered**

#### **No Policy, rely on NPPF**

The Spatial Strategy is a fundamental part of the Local Plan. Not having a policy would undermine the delivery of the Plan's Vision, Strategic Priorities and create uncertainty and ultimately lead to unplanned and uncoordinated development not supported by necessary infrastructure. It would result in the removal of specified development allocations and the Settlement Hierarchy which guides future planning decisions and promotes sustainable development. Therefore, this is not a reasonable alternative.

#### **Development growth in the Green Belt**

This has been discounted as sufficient and suitable land is available outside the Green Belt to meet the development needs within the Council's administrative area in a sustainable way. It would also undermine the protection of the Green Belt by national planning policy. This approach has therefore been rejected by the Council.

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### **Development growth in the Green Wedge**

The Green Wedge is a locally important designation following the river valleys which have been enshrined in Chelmsford development plans since 2008 and has helped shape Chelmsford's growth. Changes to the Green Wedge boundaries to allow development growth has been discounted as sufficient and suitable land is available outside the Green Wedge to meet the areas development needs in a sustainable way. This approach has therefore been rejected by the Council.

### **Alternative Spatial Strategy – Expand the existing development allocations within the adopted Spatial Strategy with further expansion of North East Chelmsford (Chelmsford Garden Community)**

This differs from the preferred Spatial Strategy by substituting the proposed new East Chelmsford Garden Community (Hammonds Farm) with further expansion of existing adopted strategic development allocations including North East Chelmsford (Chelmsford Garden Community).

Further expansion at North West Chelmsford (Location 2) and Broomfield (Location 8) have been rejected due to their impact on and the capacity of the local road network and their relative remoteness from the strategic road network. Further expansion at East of Chelmsford has been rejected due to the need to prevent coalescence with Sandon Village as identified in the adopted Sandon Neighbourhood Plan. Further expansion at South Woodham Ferrers (Location 10) has been rejected due to the impact on and the capacity of the strategic and local road network and capacity limits of the wastewater recycling facilities serving the area. Further expansion of Great Leighs (Location 7) has been rejected due to landscape capacity and sensitivity concerns and the capacity limits of the wastewater recycling facilities serving the area.

Further expansion of North East Chelmsford (Chelmsford Garden Community - Location 6) has been discounted as promoted development sites are not deliverable within the plan period given permitted mineral extraction and land remediation works.

### **Alternative Spatial Strategy – Growth along transport corridors at Chatham Green, Boreham, Howe Green and Rettendon**

This differs from the preferred Spatial Strategy by substituting the East Chelmsford Garden Community with growth at Chatham Green and expansion of Boreham, Howe Green and Rettendon Common.

Chatham Green has been rejected due to its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car, landscape capacity and sensitivity concerns and capacity limits at the wastewater recycling facilities serving the area.

Boreham has been rejected due to the impact on the local road network, landscape capacity and sensitivity concerns and uncertainty whether the promoted development would generate the need for a new primary school given the acute lack of existing primary school capacity.

Howe Green has been rejected given its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car, the impact on the local road network and the lack of strategic highway capacity at Junction 17 of the A12.

## 6 - How will future development growth be accommodated?

Rettendon Common has been rejected given its relative isolation from existing services and facilities and the strategic road and transport network which would lead to higher reliance on the use of the private car.

Rettendon Place has been rejected given the settlement is constrained by the Green Belt to south and west, its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car and landscape capacity and sensitivity concerns.

### **Locations which could have formed part of an alternative Spatial Strategy – Other Key Service and Service Settlements outside the Green Belt**

The preferred Spatial Strategy allocates small housing sites at Ford End, East Hanningfield and Bicknacre and an allocation of around 100 new homes at Danbury being allocated through the Danbury Neighbourhood Plan.

Great Waltham has been rejected as no sites with a capacity of 10 or more homes have been promoted. Little Waltham has been rejected as promoted sites either fall within the Green Wedge, have a negative impact on the local highway network, would not support the provision of a new primary school and/or create coalescence with the development at Chelmsford Garden Community. Woodham Ferrers has been rejected as no sites are promoted which are adjacent to the settlement boundary.

### **Alternative Spatial Strategy - Employment development at Howe Green (Junction 17 of the A12)**

This differs from the preferred Spatial Strategy by substituting strategic employment growth at Land adjacent to A12 Junction 18 with land at Howe Green (around Junction 17 of the A12).

This option has been rejected given the lack of strategic highway capacity at Junction 17 of the A12 and no deliverable junction improvements planned to accommodate strategic scale employment growth at this location. This location has lower landscape capacity to accommodate employment development compared with the Council's preferred option at Location 16b.

## **STRATEGIC POLICY S8 – DELIVERING ECONOMIC GROWTH**

**The Council will make provision for flexible and market-responsive allocations of employment land to enable balanced job and housing growth and to allow further diversification of Chelmsford's economy, in particular nurturing and growing the construction, clean energy, advanced manufacturing and engineering, digi-tech, life sciences, health and care, and professional and support sectors. The Council will encourage links between business and the significant education sector in Chelmsford, in particular the roles of the Anglia Ruskin University as a major economic catalyst for economic growth. The Council will seek to improve local skills and access to employment opportunities through Employment and Skills Plans. In determining planning applications for delivering economic growth the Council will assess development proposals against the following principles:**

## 6 - How will future development growth be accommodated?

- **Priority will be given to the use of previously developed land in sustainable locations and also focusing new employment at locations well-served by existing or planned public transport provision**
- **Existing Employment Areas and Rural Employment Areas identified on the Policies Map will be safeguarded for employment uses, unless it can be demonstrated that there is no reasonable prospect of the allocated employment area being used for that purpose**
- **Support will be given to the sustainable growth and expansion of rural businesses**
- **Chelmsford City Centre and sites allocated for employment are the appropriate locations for large new office (E(g)(i)) development and research and development (E(g)(ii))**
- **New employment development will be a key component of growth within specific proposed new Strategic Growth Locations particularly the new Garden Communities in North East and East Chelmsford**
- **Improving local work and training opportunities from major development proposals through Employment and Skills Plans.**

### Reasoned Justification

**6.58** The economic vitality of Chelmsford and the success of its businesses are fundamental to improving the prosperity, skills and quality of life of existing and future residents. There is a need to ensure that Chelmsford's businesses thrive, innovate and can be even more productive. The Local Plan will ensure that Chelmsford fosters new economic growth, creates new local employment opportunities to meet forecast local needs and further supports Chelmsford's economic success. The overall approach will promote flexible employment floorspace providing opportunities to support a wide range of businesses and business sizes including start-ups, growing businesses (e.g. through grow-on space) and larger companies. For the purposes of this policy, large new office, industrial and distribution (Use Classes E(g)(i-iii)/B2/B8) development will be developments of 1,000sqm gross floorspace or above.

**6.59** To maximise opportunities for economic growth and development, the Council is working closely with the South East Local Enterprise Partnership (SELEP), the Greater Essex Business Board (GEBB) and the North Essex Economic Board (NEEB). More locally, the Council has also set up an Investors' and Developers' network. The Council's Economic Strategy and Employment Land Review, alongside Essex County Council's Essex Sector Development Strategy, provides the local evidence to support the relevant Local Plan policies.

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

**6.61** Retention of existing employment areas is particularly necessary to enable balanced job and housing growth and to provide choices for businesses looking to expand or relocate. Existing employment areas will be protected through being designated as Employment Areas

## 6 - How will future development growth be accommodated?

or Rural Employment Areas. The acceptable uses on these sites will vary depending on their function, context and planning history.

**6.62** Other relevant policies of the Local Plan provide the criteria for the detailed implementation of economic growth. These include policies for the protection of existing employment areas and allocations containing new employment development including a 56,956sqm new office/business park floorspace as part of the new North East Chelmsford Garden Community and 43,000sqm employment floorspace as part of East Chelmsford Garden Community (Hammonds Farm). A further allocation for 43,000sqm of employment floorspace is proposed at Land Adjacent to the A12 Junction 18. Other policies also ensure that new employment developments will be of high quality design and incorporate sustainable design features.

**6.63** The Council is seeking to enhance skills and access to new employment by local residents. The Council expects all strategic scale planning applications of 50 or more homes or employment space providing 2,500sqm (GIA) or more floorspace, to enter into an Employment and Skills Plan to provide employment and skills opportunities to benefit the local community. This may include apprenticeships, work experience, volunteering, careers information and training. The plans will be secured through S106 agreements and further details will be set out in an updated Planning Contributions SPD. This will include a requirement to cover the Council's costs associated with the monitoring of the plans, with reports provided to the Council by developers for inclusion in the Authority Monitoring Report.

### **Alternatives considered**

#### **No Policy, rely on NPPF.**

Within the NPPF there is a requirement to articulate a local vision to meet development needs.

Therefore, there is no reasonable alternative.

## **STRATEGIC POLICY S16 - CONNECTIVITY AND TRAVEL**

**The Council is committed to creating high quality, sustainable places which promote connectivity for all. Providing better access to modes of active and sustainable travel are key and will be achieved in the following ways.**

**A) New development must be designed to prioritise and maximise opportunities for active and sustainable transport and movement, through strategic and local sustainable measures:**

- **Promote ease of movement within the site and improve connectivity to adjoining areas and key destinations**
- **Provide for attractive, safe, convenient, inclusive, high quality and well-designed walking and cycling networks with supporting facilities**
- **Give priority to the needs of pedestrians, cyclists, public transport users, car sharers and users of low and ultra-low emission vehicles**
- **Increase infrastructure to support active travel, including and where relevant in the Green Wedge in accordance with Strategic Policy S11**

## 6 - How will future development growth be accommodated?

- Increase infrastructure to support the use of public transport and other active and sustainable modes of travel for all
- Promote alternatives for commercial vehicles
- Promote the use of car clubs
- Reduce the reliance on private fossil fuelled vehicles
- Support the provision of strategic and local transport infrastructure to enable a future for alternatives to fossil fuelled vehicles
- Increase infrastructure provision for charging electric vehicles (EV)
- Promote innovations in transport including smart technology.

**B) In addition to the above, all new strategic scale development (defined as development for 100 or more units and non-residential development in excess of 1,000 sqm) will be required to demonstrate how they have considered the following in their place making objectives:**

- Achieving a significant modal shift to active and sustainable modes of travel
- Ensuring walkable neighbourhood principles within developments are achieved
- Provision of mobility hubs of appropriate scale at neighbourhood centres, public transport interchanges, park and ride, or other suitable locations, which are of high quality design and accessible
- Supporting technological advances and smarter sustainable transport options, including autonomous vehicles, micromobility (e-bikes, e-scooters), demand responsive public transport and smart EV charging.

### **Reasoned Justification**

**6.64** Reducing the need for journeys should be at the forefront of all development. Designing development with this in mind from the outset should be considered at the earliest of stages in preparing a scheme. Future proofing to take advantage of advances in technology e.g. automated vehicles and smart EV charging should also be considered to achieve the policy objectives.

**6.65** Where journeys do need to be made, the provision and promotion of inclusive active and sustainable travel choices for all residents and visitors of Chelmsford is essential to reduce the reliance on fossil fuelled vehicles. This should include providing opportunities for people with disabilities to access such facilities and services. Such travel choices have wider benefits of enabling healthier and more sustainable lifestyles, result in less traffic and congestion on the road network, thereby reducing pollution and reducing the impact on climate change.

**6.66** Walkable Neighbourhoods are new neighbourhoods and streets designed to include a mix of uses, green spaces and local services and facilities that support the new development, within easy walking or cycling distance of home, reducing the need to travel. Development proposals should have regard to the Walkable Neighbourhood principles contained within the Essex Design Guide and supplementary guidance (A New Development Model for Essex, October 2023).

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**6.67** Links to the existing public transport network and improvements or new public transport provision, including new service provision and supporting infrastructure such as signage and wayfinding, are essential in offering residents and visitors real choices in how they travel, and help reduce reliance on private vehicles.

**6.68** Smarter sustainable transport options, such as micromobility (e-bikes, e-scooters), demand responsive public transport and use of electric vehicles offer a further option to those who have limited access to public transport. Supporting technological advances such as autonomous vehicles and smart EV charging should also help reduce the impact of vehicles on pollution and climate change, although the main objective is to reduce the number of trips by all private vehicles and replace these with trips by active and sustainable travel.

**6.69** There are opportunities to further enhance active travel routes through Chelmsford, including within its Green Wedge, by creating multifunctional greenways. Their design will depend on their location and function (recreational, commuting), and the need to balance sustainable and active travel movements with biodiversity enhancements.

**6.70** Ease of movement within any site and improved connectivity to adjoining areas and key destinations to support daily life is essential in achieving a reduction of private vehicles trips and increased uptake of active and sustainable transport options. For the purposes of this policy key destinations include, but are not limited to, City/Town/Village Centres, transport hubs, schools and post 16 education, medical facilities, shops, community facilities (including sport and leisure services), places of worship, places of work.

**6.71** New routes for active travel should be designed with the appropriate surface to suit the needs of users (i.e. commuter or leisure). They should be accessible in all weathers and for people with mobility impairments, those in wheelchairs, use for leisure and fitness pursuits such as skateboarding and rollerblading, for commuting journeys to work and to school and to provide new leisure opportunities from development into the countryside. Where possible these routes should be funded by developers where they directly relate to development.

**6.72** The Chelmsford Garden Community is currently aspiring to achieve 60% modal shift to sustainable and active modes of travel. This percentage or above should be considered as 'significant' in respect of this policy.

**6.73** Any design of new cycle routes should be consistent with LTN 1/20 – Cycling infrastructure design (2020) or any subsequent guidance. Any new cycle route will need to consider the following key principles in that they are:

- Coherent - allow people to reach day to day destinations easily in a way that is easy to navigate, avoiding arrangements that are unintuitive or taking cyclists away from the obvious route;
- Direct – to be as direct, if not more direct, than the routes available to motor vehicles;
- Safe - as well as being safe, emphasis is given to the need for infrastructure to feel safe;
- Comfortable - quality maintained surfaces, proper widths and favourable gradients are crucial; and
- Attractive - should contribute positively to the urban realm, and naturally be attractive to use.

## 6 - How will future development growth be accommodated?

**6.74** Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level. Essex County Council has identified new strategic corridors within the Chelmsford LCWIP. These are new strategic routes identified to help make it easier and safer for residents to walk or cycle, reduce traffic congestion, cut air pollution, and improve residents physical and mental wellbeing.

**6.75** Alternatives for commercial vehicles may include last mile local deliveries by e-cargo bikes and on foot. The use of parcel lockers, other infrastructure and community mobility hubs help further reduce the need for travel.

**6.76** Proposals for local and strategic infrastructure which provide and support the use of active and sustainable modes of transport will be supported. The provision of safe, attractive, and user-friendly routes and supporting facilities, such as secure storage facilities/lockers and changing facilities and other supporting infrastructure, assist in the population making more sustainable travel choices. These can be private, public and business facilities. Where appropriate such facilities will be secured through relevant site allocations.

**6.77** The need for electric charging facilities for vehicles will be secured through relevant site allocations and design policies in accordance with the Essex Parking Standards – design and good practice 2009, or as subsequently amended.

**6.78** Placemaking for all development is at the heart of achieving well connected and sustainable communities. Connectivity via active and sustainable travel should be considered at the earliest stages of masterplanning and design codes in strategic scale developments to ensure they complement the objectives of the site. Supporting safe direct active travel routes to schools and promoting public transport hubs at new developments should be considered.

**6.79** The adopted Making Places Supplementary Planning Document (SPD) seeks to promote and secure high-quality sustainable new development. It is aimed at all forms of development, from large strategic developments, public spaces and places, to small extensions to individual homes. It sets out detailed guidance for the implementation of the policy requirements set out in the new Local Plan and provides practical advice to help with schemes from single house extensions to strategic sites and their masterplans. It also provides good practice examples on how development can go beyond planning policy requirements to create the most sustainable and environmentally friendly development possible.

**6.80** The SPD offers further detailed guidance on principles to consider which promote sustainable travel alternatives to the private car as well as detailed guidance on electric charging points and car clubs.

### **Alternatives considered**

#### **No Policy, rely on NPPF.**

The policy follows the requirements of the NPPF. However, the NPPF does not provide detailed guidance on the Council's expectations for new development. It is considered that the policy is required to give clarity to developers and local communities. Therefore, this is not a reasonable alternative.

## **STRATEGIC POLICY S9 – INFRASTRUCTURE REQUIREMENTS**

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

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

### **Transport and Highways**

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

- New Beaulieu Park Rail Station
- Chelmsford North East Bypass
- An additional new Northern Radial Distributor Road in North East Chelmsford
- Safeguarded land for the expansion of Chelmer Valley and Sandon Park and Ride sites
- Additional Park and Ride facilities will be considered in West Chelmsford and North East Chelmsford within the broad locations shown on the Policies Map
- Improvements to the Army and Navy Junction
- Improvements to A131 (Essex Regiment Way)
- New foot/cycle bridge across A131 (Essex Regiment Way)
- Junction improvements on the A12 and other main roads to reduce congestion
- Capacity improvements to the A132 between the Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements to be brought forward as early as possible in tandem with the delivery of development to mitigate its impact
- New and improved active and sustainable travel routes both within development sites and to provide connections to centres and hubs of activity such as transport nodes, City, Town and Neighbourhood Centres, strategic areas of recreation and employment areas
- A new active and sustainable route and bridge over the A12 from East Chelmsford Garden Community to connect to Sandon Park and Ride
- A new multi-modal vehicular bridge over the River Chelmer to connect East Chelmsford Garden Community to Junction 19 of the A12 (Boreham Interchange)
- Bus Priority schemes and rapid transit measures Improvements to inter-urban public transport
- Transport links between new neighbourhoods and Chelmsford City Centre and employment areas
- Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.

## 6 - How will future development growth be accommodated?

### Flood Risk Management

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

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

### Community Facilities

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

- Early years, primary and secondary, and post-16 education provision
- Essential primary, acute and community healthcare provision
- Health and wellbeing facilities and measures
- Sport, leisure and recreational facilities
- Community buildings and space
- Cultural facilities and public art
- Emergency services infrastructure
- Municipal waste/recycling facilities.

### Green Infrastructure and Natural Environment

Infrastructure necessary to support new development must provide or contribute towards ensuring a range of multi-functional green, blue, and natural infrastructure, nature recovery, net gain in biodiversity and public realm improvements. These include but are not limited to:

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

### Historic Environment

Infrastructure necessary to support new development must seek to preserve or enhance the historic environment and mitigate any adverse impacts on nearby heritage assets and their settings.

### Utilities

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

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

### Reasoned Justification

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

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

**6.83** Proposals for new developments or expansion of existing properties should be capable of receiving gigabit speed and reliable mobile and broadband connectivity.

**6.84** Policy S10 outlines how the delivery of infrastructure will be secured for example, by planning condition and/or planning obligation, or through other infrastructure funding sources. The scale and type of new development will affect the infrastructure, services and facilities required to serve the needs arising from it.

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

## 6 - How will future development growth be accommodated?

and implement bespoke mitigation measures to ensure compliance with the Habitats Regulations. Where appropriate, mitigation identified through the RAMS needs to be in place prior to occupancy of new developments.

**6.86** The Chelmsford Flood Resilience Partnership will identify strategic flood defence measures required to protect Chelmsford City Centre.

### Transport and Highways Infrastructure

**6.87** The route for the Chelmsford North East Bypass and the location for the new Beaulieu Park Rail Station are allocated on the Policies Map and those areas will be safeguarded from development. Areas of search for an additional Park and Ride in West Chelmsford and North East Chelmsford are shown on the Policies Map as indicative broad locations for new Park and Ride facilities which support Essex County Council's strategy.

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

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

**6.90** The new Beaulieu Park Rail Station is fully funded through Housing Infrastructure Fund and will provide access to the Great Eastern Main Line (GEML). Trains will be able to pass each other at the new station to make the whole line more reliable. It will relieve crowding at Chelmsford railway station and act as a transport interchange to encourage sustainable travel by bus, cycle, electric vehicles and on foot to strategic and local housing development, including the new Chelmsford Garden Community. Detailed planning permission was granted in June 2022 and construction commenced in early 2023. The target opening date is by the end of 2025.

**6.91** Measures designed to encourage people to make other sustainable travel choices such as better public transport provision, car clubs, electric vehicle charging points and provision of cycle and walking routes will also be required to achieve such a change. The use of Travel Plans and Transport Assessments will help identify specific interventions. The Local Plan traffic modelling evidence base is supported by Essex County Council, as Highways and Transportation Authority, and National Highways. The junction modelling report assesses the likely impacts of planned growth on the highway network in the Chelmsford area. This has included a high-level analysis of cross boundary traffic flows on key corridor routes including A12, A130, A131, A414, A1060, B1007 and B1008. More detailed analysis of traffic impacts and mitigation options testing will be required through the preparation of Transport Assessments/Statements as part of future planning applications.

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

**6.93** The Chelmsford North-East Bypass (CNEB) will be delivered in stages with the first stage (Section 1a) being funded by the Housing Infrastructure Fund (HIF) and later stages being delivered and funded through planning contributions. When complete, Phase 1a and b of the Chelmsford North-East Bypass will provide a new 4.6km single carriageway route between Beaulieu Parkway and the A131 at Chatham Green with the existing A131 becoming dual carriageway to the Deres Bridge junction south of Great Leighs.

**6.94** Under the staged approach Section 1a of the single carriageway (the southern section) will be delivered first, using the HIF, and will also deliver Beaulieu Park Rail Station in full. The first part of the bypass will connect with Beaulieu Parkway in the south and provides connectivity to the A12 at Boreham Interchange via the newly opened Generals Lane Connector Bridge. To the north, the CNEB will join with a new east-west link (i.e. the Northern Radial Distributor Road) which is due to be delivered as part of the planned North East Chelmsford Garden Community and will connect through to the Wheelers Hill roundabout on the A131 Essex Regiment Way.

**6.95** To the north of Beaulieu Parkway, a new conveyor bridge will allow the existing mineral quarry at Bulls Lodge to continue to operate during construction and operation of the bypass. Once the quarrying is complete, the conveyor bridge will be upgraded by the North East Chelmsford Garden Community developers to provide a new east-west pedestrian, cycle and vehicle route. This will provide connectivity for local residents between the two areas of the Garden Community either side of the CNEB. Section 1a and the Northern Radial Distributor Road is planned to be delivered by March 2026.

**6.96** Section 1b of the CNEB, which will be single carriageway and connect the bypass north to the A131 at Chatham Green, and Section 2 will dual the A131 between Chatham Green to Deres Bridge roundabout. It is anticipated that these sections will primarily be funded through developer contributions and will be delivered at a later date as new development comes forward. The safeguarded route for the bypass is shown on the Policies Map.

**6.97** The Army and Navy junction in Chelmsford is a key gateway into and out of the city. The junction is operating over capacity during the morning and evening peak times suffering severe congestion and delays for bus passengers, pedestrians, cyclists and drivers. This also results in it being a poor-quality environment for all road users.

**6.98** The [Army and Navy Sustainable Transport Package](#) was approved by Essex County Council in March 2022. It includes the redesign of the junction in the form of a hamburger roundabout; improved walking and cycling facilities at the junction and on approaches; improved bus priority/bus lanes on Parkway; extension to Essex Yeomanry Way bus lane; and a 350 space expansion of Sandon park and ride and 500-spaces at Chelmer Valley Park and Ride. Funding in principle has been agreed through the Government's Major Road Network (MRN) alongside funding from Essex County Council and Chelmsford City Council via CIL.

## 6 - How will future development growth be accommodated?

**6.99** Planning applications were submitted in early 2024 and a Final Business Case to the Department for Transport in Summer 2024, with construction scheduled to start in Spring 2025 and open to traffic in early 2028.

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

**6.101** Essex County Council's vision is for Chelmsford's Future Transport Network to become 'best in class' offering enhanced connectivity and access to opportunities for residents, commuters, visitors and businesses to support the sustainable economic growth of the City. The overarching approach of Essex County Council is to develop three strategic zonal focuses (see Table 2 below):

**Table 2 : Strategic Zonal Focuses**

Zone	Aim
Outer	<ul style="list-style-type: none"> <li>Remove as much traffic as possible from the outskirts of the City and beyond</li> <li>Utilise the existing and potential future Park and Rides (Park and Ride Strategy)</li> <li>Encourage rail use to access Chelmsford (Rail Strategy)</li> <li>Efficient utilisation of the strategic route network to direct people onto the most appropriate routes into the City Centre (Network Management Strategy)</li> </ul>
Mid	<ul style="list-style-type: none"> <li>Encourage trips originating within Chelmsford to be made by sustainable modes (Bus Strategy and Cycling Strategy)</li> </ul>
Central	<ul style="list-style-type: none"> <li>Improve the pedestrian environment for walking trips and shoppers and visitors (Public Realm Strategy and Walking Strategy)</li> <li>Utilise the network to its best advantage by directing trips onto the most appropriate route (Network Management Strategy)</li> <li>Direct the remaining car trips to the most appropriate car park (working with Chelmsford City Council)</li> </ul>

**6.102** Essex County Council's Local Transport Plan (LTP) sets out a transport policy for Essex, and how Essex County Council will deliver and manage a full range of transport services. The current LTP3 is being updated to reflect the following themes in LTP4:

- Decarbonisation
- Supporting People: Health, Wellbeing and Independence
- Creating Sustainable Places and Communities
- Connecting People, Places and Businesses.

**6.103** The Council will continue to work with Essex County Council as LTP4 evolves and include any further infrastructure requirements as necessary.

### **Alternatives considered**

#### **No Policy, rely on NPPF.**

This would risk required infrastructure improvements not being delivered. This is not a reasonable alternative.

#### **No Policy, rely upon Essex Local Transport Plan.**

The Plan predates the Local Plan therefore does not address specific infrastructure requirements from Chelmsford's projected growth. Therefore, this is not a reasonable alternative.

### **STRATEGIC POLICY S10 – SECURING INFRASTRUCTURE AND IMPACT MITIGATION**

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

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

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

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

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

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

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

## 6 - How will future development growth be accommodated?

### Reasoned Justification

**6.104** The new housing, employment and other development proposed in the Local Plan will increase demands on physical infrastructure such as roads and sewers, social infrastructure such as health and education facilities, and green infrastructure such as open spaces. The Council will work with partners such as the Highways and Transportation Authority, National Highways, the lead authority for Education, the Environment Agency, utility companies, Mid and South Essex Integrated Care System, and Sport England to bring forward the necessary infrastructure that is required in order to deliver the Spatial Strategy.

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

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

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

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

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

## 6 - How will future development growth be accommodated?

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

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

**6.112** In addition to developer funding, where necessary, the Council will collaborate with partners to lobby central Government and funding partners for additional funding sources for key large strategic infrastructure projects.

**6.113** Applicants should consult the Council's Planning Obligations Supplementary Planning Document for more guidance. Essex County Council's Developer's Guide to Infrastructure Contributions sets out ECC's standards for the receipt of relevant infrastructure funding.

### Alternatives considered

#### **No Policy, rely on NPPF.**

This would result in uncertainty regarding how developer contributions will be secured. Therefore, this is not a reasonable alternative.

## **STRATEGIC POLICY S11 – THE ROLE OF THE COUNTRYSIDE**

**When determining planning applications, the Council will carefully balance the requirement for new development within the countryside to meet identified development needs in accordance with the Spatial Strategy, and to support thriving rural communities whilst ensuring that development does not have an adverse impact on the different roles and character of the countryside. All new development within the countryside will be considered within this context and against the specific planning objectives for each of the following areas:**

### **A) Green Belt**

**The openness and permanence of the Green Belt will be protected and opportunities for its beneficial use will be supported where consistent with the purposes of the Green Belt. Inappropriate development will not be approved except in very special circumstances.**

### **B) Green Wedge**

**The Green Wedge has an identified intrinsic character and beauty and is a multi-faceted distinctive landscape providing important open green networks, which have been instrumental in shaping the City's growth, character and appearance.**

## 6 - How will future development growth be accommodated?

**These networks prevent urban sprawl and settlement coalescence and provide for wildlife and nature, flood storage capacity, leisure and recreation, and active travel, which allows for good public access which will be further improved through the requirements of development allocated in the Local Plan.**

**Development which materially harms the role, function and intrinsic character and beauty of the Green Wedge will not be approved.**

### **C) Rural Area**

**The countryside outside of the Urban Areas and Defined Settlements, not within the Green Belt, is designated as the Rural Area. The intrinsic character and beauty of the Rural Area outside of the Green Belt, and not designated as the Green Wedge, will be recognised, assessed and development will be permitted where it would not adversely impact on its identified character and beauty.**

**The relevant Development Management Policies set out what development is appropriate in each of the above areas and provide detailed criteria by which development proposals will be assessed.**

### **Reasoned Justification**

**6.114** The role and function of land in Chelmsford beyond the Urban Areas and Defined Settlements is wide-ranging and encompasses different national and local planning designations. For the purposes of implementing this Policy, this wider area across Chelmsford is defined as countryside and includes Green Belt, Green Wedge and Rural Area.

**6.115** Within the countryside there are areas protected for their value for ecology and wildlife, heritage, and functional requirements such as flood zones, open spaces and areas safeguarded for important infrastructure. The countryside also has a role as part of the green infrastructure network by providing connectivity between the countryside and the Urban Areas and preventing settlement coalescence.

**6.116** Over one third of the Council's area falls within the Green Belt. Although much of the Green Belt forms attractive landscapes, it is not designated for its character or beauty. It is a national policy designation to ensure that the openness and permanence of the Green Belt is maintained to prevent urban sprawl. As such, the NPPF defines the purposes of the Green Belt and provides the limited circumstances where new development could be acceptable.

**6.117** The countryside outside of the Urban Areas and Defined Settlements, not within the Green Belt, is designated as the Rural Area. Within this designation, a detailed landscape assessment of the areas around the main river valleys has been undertaken for the Council which identifies these areas as having distinctive landscape qualities and an important multifunctional role. These areas are locally designated as the Green Wedge.

**6.118** Where the main river valleys permeate into the existing or proposed built-up areas of Chelmsford, the role and value of these areas is amplified and development pressure is at its greatest. The unchecked erosion of open land in these sections of the river valleys would be harmful to the character and function of these areas and therefore it should be afforded greater protection. The Green Wedge designation within the river valleys reflects this multi-faceted green network.

## 6 - How will future development growth be accommodated?

**6.119** The designation of Green Wedge on the Policies Map is in addition to the underlying notation of either Green Belt or Rural Area. As the Green Belt is a national planning policy designation, development proposals will need to accord with both Green Belt policies and relevant policies covering the Green Wedge in the Local Plan. Where this is the case within the Rural Area, development proposals will need to accord with the relevant Green Wedge and Rural Area policies. Any development in the Green Wedge should not adversely affect the identified character and function of these distinctive landscapes.

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

**6.121** The Council's Green Infrastructure Strategic Plan provides a framework for the planning and management of Chelmsford's green and blue infrastructure resources including parks, river valleys, green spaces and gardens, some of which are within the countryside. In addition, the Local Nature Recovery Strategy provides priorities and identifies areas for nature recovery in the Green Belt, Green Wedge and Rural Areas within the Council's administrative area, through the creation and improvement of habitats, including provision for biodiversity net-gain.

### **Alternatives considered**

#### **No Policy, rely on NPPF.**

This would result in uncertainty regarding the role and function of local designations such as the Green Wedge and how these differ to the Green Belt and Rural Area. This is not a reasonable alternative.

## **STRATEGIC POLICY S12 – ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES**

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

### **Chelmsford City Centre**

**Chelmsford and in particular the City Centre will be the main focus for shopping, major employment, civic and administrative functions, arts, culture and leisure and a centre of excellence for education and healthcare. Major new retail, office, leisure and cultural facilities will be directed here to build on Chelmsford's past success.**

## 6 - How will future development growth be accommodated?

Within the City Centre retail development is concentrated within the Primary Shopping Area. The City Centre and Primary Shopping Centre are defined on the Policies Map.

### South Woodham Ferrers Town Centre

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

Within the Town Centre retail development is concentrated within the Primary Shopping Area. The Town Centre and Primary Shopping Area are defined on the Policies Map.

### Principal Neighbourhood Centres

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

### Local Neighbourhood Centres

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

### Retail and leisure development outside Designated Centres

Retail proposals above 500sqm gross floorspace outside of Primary Shopping Areas and leisure proposals above 500sqm gross floorspace outside of City/Town Centre boundaries will be required to undertake an impact assessment in line with the requirements of the NPPF.

## Reasoned Justification

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

**6.123** Chelmsford City Centre is by far the largest centre in the Council's administrative area, and as such provides a range of functions, services and facilities. The primary shopping area in Chelmsford saw a significant expansion through the development of the Bond Street centre on former car parks to the east of the High Street comprising 27,900sqm of new retail and leisure floorspace.

## 6 - How will future development growth be accommodated?

**6.124** South Woodham Ferrers is the second largest settlement in Chelmsford and its town centre performs an important role providing more local services and facilities. The Chelmsford Retail Capacity Study 2023 did not consider it necessary for the Local Plan to include provision for additional convenience or comparison goods floorspace in Chelmsford or South Woodham Ferrers.

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

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

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

**6.127** The NPPF states that when assessing applications for retail, office and leisure development outside Designated Centres which are not in accordance with an up-to-date local plan, local planning authorities should require an impact assessment if the development exceeds a proportionate, locally-set floorspace threshold or a default threshold of 2,500sqm.

**6.128** The Chelmsford Retail Capacity Study 2023 found that retail (convenience and comparison) and leisure developments of less than the default national threshold of 2,500sqm could have an impact on existing centres outside Designated Centres and recommends that a 500sqm gross threshold should apply across the whole of the Council's administrative area (for retail proposals outside of designated Primary Shopping Areas and for leisure proposals outside of City/Town Centre boundaries). This threshold is considered necessary as it will enable the Council to monitor and maintain the overall vitality and viability of the centres which are generally more vulnerable to proposals for edge and/or out-of-centre stores.

**6.129** The Chelmsford Retail Capacity Study 2023 also concluded that with a trend for the development of smaller discount stores and the rise in popularity for convenience goods stores, even smaller foodstore proposals can have a harmful impact on designated centres, particularly those which are anchored by an existing foodstore. Therefore, a 500sqm gross threshold is also applied to development proposals for convenience goods floorspace over this amount.

**6.130** Where retail and leisure proposals are not located within Designated Centres in accordance with policy, an impact assessment will be required. These will be assessed on a case by case basis depending on the scale, location and format of the new retail and leisure development proposals. Applicants will be required to demonstrate how the impact assessment will be addressed and provide justification for the extent of the catchment area for each particular proposal. The Council will be pragmatic as to the level of evidence required in support of such proposals as this should be proportionate to the nature of the proposal under consideration.

**6.131** Development proposals below the 500sqm gross threshold will still need to comply with the other requirements of national policy, in particular the sequential approach.

## 6 - How will future development growth be accommodated?

### Alternatives considered

#### **No Policy, rely on NPPF.**

Within the NPPF there is requirement to define the network and hierarchy of centres and define their extent. Therefore, there are no reasonable alternatives.

### **STRATEGIC POLICY S17 – FUTURE OF CHELMSFORD CITY CENTRE**

Development proposals within Chelmsford City Centre that help create a diverse mix of retail, food and drink, leisure and entertainment, cultural, community, business and residential uses will be supported where they positively contribute towards increased footfall, activity and vibrancy and they accord with the Local Plan's Strategic Priorities.

The Council will place great weight on the contribution that proposals in the City Centre can make to achieving the following key principles:

#### **A. ECONOMY**

Proposals which increase footfall and encourage visitors to enjoy the City Centre for longer by visiting a number of venues and events which cater for all their needs will be supported, including growth intended to complement the evening economy with more family friendly venues and activities.

Proposals should:

- Provide opportunities and suitable range of venues to support uses which encourage people to visit and to increase dwell-time and spending in the City Centre
- Prioritise retaining, reusing and enhancing existing buildings for suitable uses which complement and strengthen their locality
- Retain and create active frontages to ground floors in Designated Centres
- Make positive use of upper floors of properties, and on underused and vacant space away from commercial frontages
- Contribute to the creation of circular routes linking living, shopping and leisure sectors to encourage footfall
- Promote innovation and ambition
- Maximise business links to the university and wider education sector
- Encourage pop-up or temporary uses in advance of more comprehensive redevelopment
- Provide and/or secure the future management of free publicly accessible toilets and 'Changing Places' toilets.

#### **B. CULTURE AND HERITAGE**

Chelmsford's rich history is reflected in its Roman and medieval origins as well as its expansion as a prosperous market town. The legacy of its historic role as County town of Essex, and granting of City status in 2012, means that Chelmsford is still a key centre for the religious, cultural, and civic life of the City Centre; with strong reminders of its heritage of science and engineering innovation.

### Proposals should:

- Promote opportunities for new functions such as markets, community, cultural or creative activity to broaden the mix of activity in the City Centre
- Ensure improved streetscape, such as through minimising street clutter, use of high-quality materials, well-designed street furniture, public art and interpretation, retention of important gaps and key views, enhancement of street frontages, and use of sympathetic shopfronts and signage.

### C. LIVING IN THE CITY CENTRE

The City Centre offers opportunities for housing development through changes of use, redevelopment of empty buildings and better use of upper floors, or regeneration of wider building clusters. Some sites are allocated in the Local Plan, but proposals for other sites are likely to be welcomed where they contribute to activity, complement surrounding uses, and support the City Centre economy.

### Proposals should:

- Ensure the introduction of residential uses into City Centre in ways that do not harm the wider functions of the area
- Ensure the efficient use of urban land balanced with high-quality place-making
- Provide areas of functional open space on larger developments
- Improve existing green spaces to encourage increased usage by City Centre residents
- Demonstrate how sustainable and active travel will be promoted
- Demonstrate how safety has been considered.

### D. CLIMATE AND SUSTAINABILITY

Proposals should contribute towards sustainable options for accessing the City Centre, whether on foot, two wheels, by bus or by rail, reducing reliance on fossil fuelled private vehicles to reduce carbon emissions and congestion.

### Proposals should:

- Provide connectivity to the wider City and Urban area through improved public realm and multifunctional green routes and gateways
- Take a balanced approach to car parking provision, that acknowledges the sustainability of the City Centre and its walking, cycling, bus and rail connections
- Create new or improve existing multifunctional green infrastructure including tree planting and improved wildlife habitat.

### E. WATERWAYS

Proposals alongside Chelmsford's waterways – the River Can, River Chelmer, and Chelmer and Blackwater Navigation – should seek to provide significant improvements to the environmental quality, attractiveness and recreational potential of the waterways and their associated green spaces.

## 6 - How will future development growth be accommodated?

### Proposals should:

- Capitalise on the waterway network to enhance the visibility, access and recreational use of the rivers and Navigation, as appropriate
- Demonstrate innovative and sustainable approaches to dealing with flood defences and flood management, where necessary, whilst protecting biodiversity and the river environment
- Complement the river environment through greening and softening of engineered features
- Promote development that enhances the habitat, ecology and biodiversity value of the river corridors
- Improve active travel movement along river corridors
- Consider incorporating green/renewable energy initiatives
- Have regard to the Plan for Improving the Rivers and Waterways in and around Chelmsford.

### F. SITE SPECIFIC PRINCIPLES:

The sites listed below will make a key contribution to delivering City Centre vitality, vibrancy and success and, in addition to A to E above, will be subject to the following additional criteria.

#### Shire Hall

Shire Hall is a significant landmark, closing views at the top of the High Street and a focus for Tindal Square, which provides a traffic-free setting to the iconic Grade II\* listed building. It is uniquely suited for a range of cultural uses.

#### Proposals for Shire Hall should:

- Promote public access and a sense of community ownership, where possible
- Promote active use which adds to the vitality of the High Street
- Deliver the re-use of the building with a range of uses such as community, cultural or other uses, whilst protecting the historic and cultural significance of the building and its setting
- Remain sympathetic to the setting of St. Mary's Cathedral.

#### Chelmer Waterside

Chelmer Waterside comprises a number of brownfield land parcels between the City Centre and the waterside meadows and is a key regeneration area within the City Centre. Although individual site areas may come forward at different times, they should contribute towards the wider regeneration aims of creating a vibrant and dynamic new quarter for Chelmsford and as such must demonstrate how they have had regard to a wider masterplan or the adopted Chelmer Waterside Development Framework Document.

#### Proposals in Chelmer Waterside should:

- Contribute towards creating a new City Centre neighbourhood, including provision of integrated community and local scale facilities
- Preserve townscape character through scale, layout and integration of development
- Optimise positive and active integration with the unique waterside environment

- Deliver local infrastructure for walking, cycling and wider vehicle circulation including a new bridge access incorporating active and sustainable travel modes
- Introduce greening which creates landscape-led street environments and spaces, promotes natural cooling and promotes general wellbeing
- Maintain existing ecology along water corridors and enhance opportunities for nature within developments, as appropriate.

### The Meadows

The Meadows under-cover shopping centre opened in 1992. A number of shops have closed including an anchor department store which occupied the largest retail space in the centre. There is now potential to re-imagine the centre to secure resilience for the future, through development ranging from small scale reconfiguration of units up to large scale redevelopment for a mixed-use scheme, whilst capitalising on the waterside location.

Proposals on the Meadows site should:

- Secure uses and functions which complement, diversify and reinforce the City Centre objectives and make this area a destination for visitors
- Promote cultural and community uses which enhance the environment for residents and visitors alike
- Preserve townscape character through scale, layout and integration of development including protection of the setting of heritage assets
- Create a network of positive, animated, safe routes and spaces to promote active and sustainable travel, linking into key areas of the existing City Centre network, including outside of business hours
- Deliver local infrastructure for walking, cycling and vehicular access including new bridge access
- Provide opportunities for the public to interact with the water and improvements to animate and activate the waterscapes
- Introduce urban greening which creates landscape-led street environments and spaces, promotes natural cooling and promotes general wellbeing
- Maintain existing ecology along water corridors and enhance opportunities for nature within developments, as appropriate.

### **G. OPPORTUNITY CORRIDORS:**

Certain areas linking the City Centre to the wider urban area provide an opportunity for improvement in appearance, public realm quality and accessibility. These are key corridors along which residents and visitors access the City Centre, contributing to how the City Centre is perceived overall, experienced and enjoyed.

The Council will take a more flexible approach to changes of use to support positive activity and encourage innovation and investment, in the following key corridors:

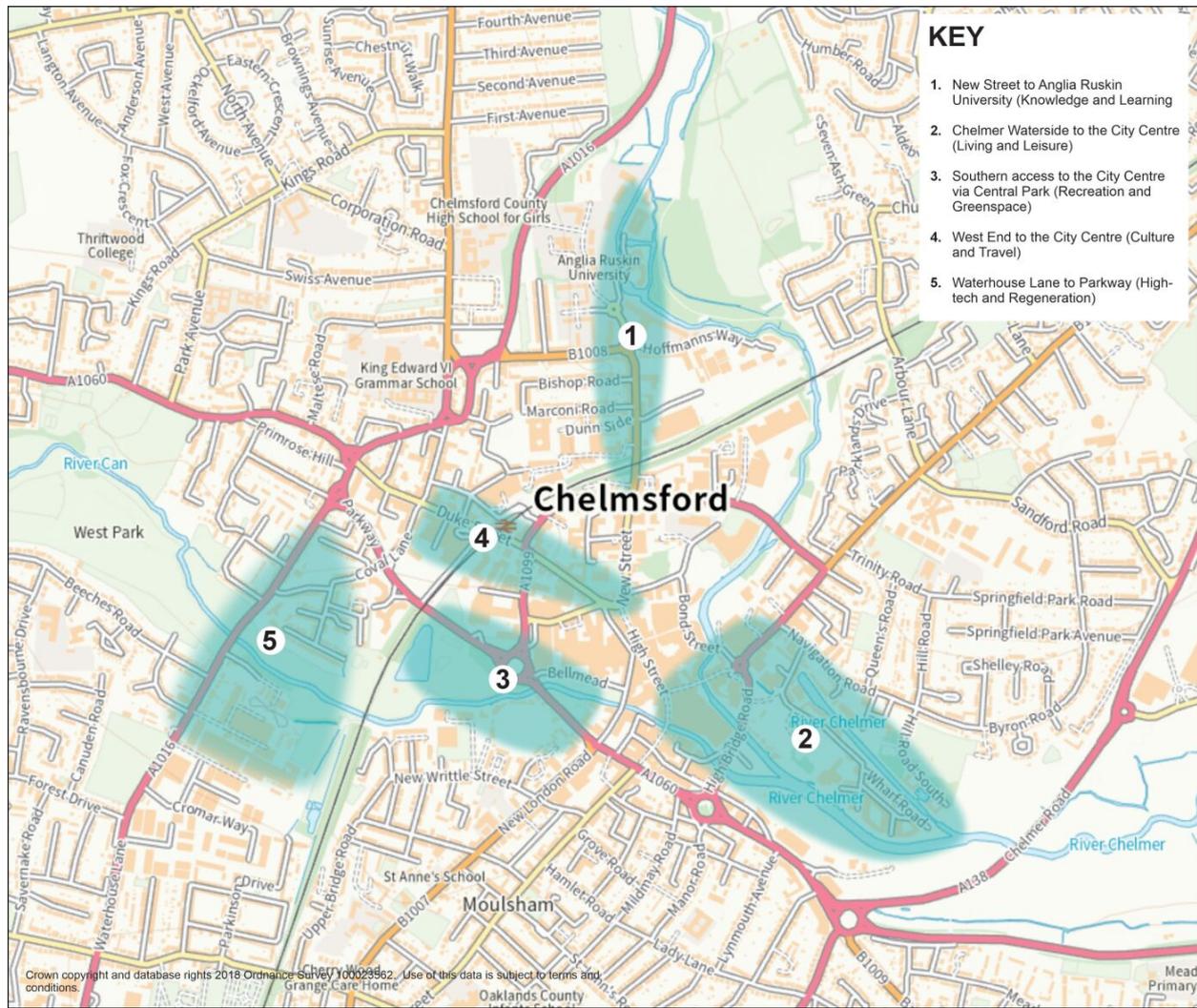
- New Street to Anglia Ruskin University (Knowledge and Learning)
- Chelmer Waterside to the City Centre (Living and Leisure)

## 6 - How will future development growth be accommodated?

- Southern access to the City Centre via Central Park (Recreation and Greenspace)
- West End to the City Centre (Culture and Travel)
- Waterhouse Lane to Parkway (High-tech and Regeneration)

The Council proposes to prepare a detailed City Centre strategy to guide development, informed by consultation and backed by evidence. This will be vital to bring focus to identifying and building opportunities for diversification, start-ups and community activity.

**Figure 15 : Opportunity Corridors**



### Reasoned Justification

**6.132** The City Centre is the heart of a thriving community which provides services close to where people live, creating a City-living atmosphere and experience which is also enjoyed by those who work, visit and study here.

## 6 - How will future development growth be accommodated?

**6.133** The City Centre is continually adapting, and although there have been changes in retail habits, in part due to the downturn in the economy, the impacts of the Covid-19 pandemic, and the growth in online shopping, retail use will remain a core function of the City Centre alongside complementary uses.

**6.134** Some large and small chain operated stores have recently closed, leaving obvious gaps in shopping areas, but retail has remained resilient in Chelmsford despite those losses. The food and drink sector has been affected to a lesser extent, remaining buoyant and reflecting the national trend of centres moving towards a greater focus on leisure and entertainment.

**6.135** This provides an opportunity to celebrate the City Centre's success, encourage and support a range of functions to contribute to the existing vibrancy of the City Centre, and to help future-proof it for another generation. Although this will mainly be reliant on private investment, forward-thinking planning policy can be used to create conditions for resilience to future change, and enable evolution and innovation, not only in retail but leisure and entertainment, wider commercial and cultural development too.

**6.136** This policy aims to encourage a mixed-use approach for a diverse range of uses, with flexibility for a mix of uses to happen side by side, or at different times of the day.

**6.137** One development sector for potential growth is family leisure and entertainment, which would complement both day-time and evening economies, with more family friendly venues and activities to attract and maintain dwell-time in the City, alongside the traditional restaurants and bars. Proposals that provide for events such as markets or cultural activity will also be welcomed to broaden the mix of activity on offer and encourage visitors to enjoy the City Centre for longer by visiting a number of venues which cater for all their needs.

**6.138** Proposals for innovative uses will also be welcomed, such as for creative services, design and art studios, software or gaming development, fashion, marketing, entertainment and performance. This sector has seen a faster recovery post pandemic and can provide invaluable support to other local businesses and contribute towards a circular economy.

**6.139** There is a wider priority to encourage development to revitalise cultural places and spaces, and create conditions for a dynamic cultural scene recognising innovation, heritage and sustainability as core values aligned with the Council's vision for Chelmsford. The vision for the cultural future of Chelmsford, which proposals should have regard to, is set out in the Chelmsford Cultural Strategy (CCC/Culture Chelmsford, March 2023).

**6.140** The rivers and navigable waterways generate many of the green spaces in the City Centre and enable active travel routes. Physical change should work with nature to help minimise the long term impact of climate change, whilst maintaining or strengthening waterside character, improving the connection to river edges and routes, and revealing the watersides as the City's key asset.

**6.141** Whilst some City Centre brownfield sites are allocated for residential or mixed-use development, the City Centre still offers many opportunities for new development, changes of use, redevelopment of empty buildings, or regeneration of wider building clusters. These will come forward at their own pace due to market forces and the time taken to assemble land. They will benefit from greater flexibility of future uses but are less easy to predict, making them unsuitable for allocation.

## 6 - How will future development growth be accommodated?

**6.142** Improvements along opportunity corridors can reinforce or create character or identity, and by taking a more flexible approach to uses and encouraging investment the Council hopes to achieve a balanced mix of uses whilst improving the surroundings and complementing the core functions of the City Centre. Improvements could include street furniture, public art, and lighting, enhancement of existing buildings or high quality redevelopment, solutions to physical barriers to movement, and enhanced legibility.

**6.143** Proposals being assessed against this policy will be expected to comply with requirements of other Local Plan policies, but particular emphasis on place, streetscape, heritage, regeneration and access will be applied through the criteria in this policy.

### Alternatives considered

**No Policy, rely on NPPF.**

The NPPF does not provide detailed guidance on the Council's expectations for new development. It is considered that the policy is required to give local focus and clarity to developers and local communities. Therefore, this is not a reasonable alternative.

## **STRATEGIC POLICY S13 – MONITORING AND REVIEW**

**The Council will monitor the implementation of the policies and proposals of the Local Plan using the key indicators and targets set out in the Local Plan Monitoring Framework. A full or focused formal review of the Local Plan will commence two years after its adoption.**

### Reasoned Justification

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

**6.145** The Council will review the Local Plan every five years. On the basis that it takes around three years to formally complete this process, a formal review, including a formal Regulation 18 consultation, will commence two years after the adoption of the Local Plan. This is envisaged to be in 2027/28.

### Alternatives considered

**No Policy, rely on NPPF.**

Within the NPPF there is requirement to review Local Plan within five years of the date of adoption. Therefore, there are no reasonable alternatives.

## 7 - Where Will Development Growth be Focused?

## 7 - Where will development growth be focused?

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

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

**Table 3 :Types of Site Allocations**

Site Type	Threshold	Commentary
Strategic Growth Sites	Housing and/or mixed use sites for 100 or more new homes	These include both previously developed and greenfield sites
Growth Sites	Residential sites of less than 100 new homes	Smaller previously developed, or other small sites
Employment Sites	No threshold	Employment uses for Use Classes E(g)(i-iii), B2 and B8

**7.3** The site policies are set out in the sections dealing with each Growth Area with a policy for each site allocation. These policies set out the amount and type of development expected to be provided within each of the site allocations. They also set out what specific supporting infrastructure and other requirements are needed for each site. In many cases the Council expects the amount of new homes stated in residential site policy allocations to be a minimum. This is indicated by the use of 'around' housing figures in relevant policies and will ensure an adequate supply of land is allocated for residential development to meet local needs and is supported by the Local Plan evidence base. The use of 'around' housing figures allows for an appropriate degree of flexibility in provision and also allows higher density development to be brought forward where this conforms with other policies in the Plan as a whole.

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

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

**7.6** Within each Growth Area, site policies for the new Local Plan allocations appear first, followed by site policies for the 'Special Policy Areas'. These cover specific existing facilities or institutions which are in locations where development would otherwise be constrained. Where new Site Policies have been added they have been shown in the order they will appear, and will be renumbered in later versions.

## Growth Area 1 - Central and Urban Chelmsford

**7.7** New development will be focused at multiple locations including Chelmsford Urban Area (Location 1), West Chelmsford (Location 2) and East of Chelmsford (Location 3), Together these allocations will deliver around 4,200 new homes and 9,000sqm of new employment floorspace.

**7.8** Development in these areas will deliver a number of benefits including green infrastructure and city greening, new employment, enhanced bus services, unlock access into the Sandford Mill Special Policy Area, enhanced Park and Ride to serve eastern road corridors into the City and improvement to the Army and Navy junction. The sites at West Chelmsford (Location 2) and East of Chelmsford (Location 3) will also maximise opportunities for active travel (cycling and walking) into the City Centre through the Green Wedge. This provides sustainable locations for new development.

**7.9** New development on previously developed land within Chelmsford (Location 1 sites 1a-1bb) will also meet the Council's objectives for strengthening and expanding the City as a major residential, employment and retail centre to build upon its past success. The largest of the housing sites and a key driver for City Centre regeneration is Chelmer Waterside (Strategic Growth Site 1a). This will deliver a significant amount of new growth and contribute to the continued urban renaissance of the City Centre.

**7.10** West Chelmsford (Location 2) and East of Chelmsford (Location 3) will provide integrated sustainable new residential-led neighbourhoods and a new high-quality business park East of Chelmsford (Site 3b). Provision is also made for five Travelling Showpeople plots in West Chelmsford.

**7.11** In addition, smaller development at two sustainable Key Service Settlements of Galleywood and Writtle will provide 24 homes and 25 homes respectively, alongside opportunities to contribute towards and enhance existing facilities and services of the villages.

7 - Where will development growth be focused?

Figure 16 : Growth Area 1 – Central and Urban Chelmsford



- |                                     |   |
|-------------------------------------|---|
| STRATEGIC EMPLOYMENT LOCATION       | RAIL STATION  |
| HOUSING: CENTRAL & URBAN CHELMSFORD | RAILWAY LINE  |
| GREEN BELT                          | AREA CONSIDERED FOR ADDITIONAL PARK AND RIDE FACILITIES |
| GREEN WEDGE                         | PARK AND RIDE   |
| RURAL AREA                          | MAJOR ROADS   |
| CITY/TOWN                           | A12 IMPROVEMENTS  |
| KEY SERVICE SETTLEMENT              | ARMY AND NAVY JUNCTION IMPROVEMENTS                     |
| SMALL SETTLEMENT                    | RIVER   |
| BEAULIEU PARK RAIL STATION          |   |

## Location 1 – Chelmsford Urban Area

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

### STRATEGIC GROWTH SITE POLICY 1a – CHELMER WATERSIDE

To the east of the City Centre is Chelmsford's largest previously developed opportunity area in a river landscape setting fronting the River Chelmer and the Chelmer and Blackwater Navigation. Development proposals will accord with a masterplan approved by the Council to provide:

**Amount and type of development:**

Strategic Growth Site Policy 1a comprises five sites (CW1a and CW1c to CW1f) with a potential total residential capacity of around 880 new homes, including affordable housing, along with an element of non-residential development. The final amount of new homes will be confirmed through the planning application process. Sites at Chelmer Waterside have been assessed individually and can come forward independently, as sites become available.

Site 1a – Chelmer Waterside Allocations	Number of homes	Main vehicular access
CW1a Former Gas Works	Around 450	Wharf Road
CW1c Lockside	Around 130	Navigation Road
CW1d Baddow Road Car Park and Land to the East of the Car Park	Around 190	Baddow Road
CW1e Travis Perkins	Around 75	Navigation Road
CW1f Navigation Road Sites	Around 35	Navigation Road/Sandringham Place

**Supporting on-site development:**

- New homes of a mixed size and type, including affordable housing
- Supporting commercial uses including Use Classes E(a) – E(f), E(g)(i), F1 and F2
- Improvements to Chelmer and Blackwater Navigation waterway infrastructure
- Site CW1a – Commercial interface with Primary Shopping Area and River Chelmer
- Site CW1a – Provide new or improved premises for water-based clubs
- Site CW1d – Re-provision of public car parking.

## 7 - Where will development growth be focused?

### Site masterplanning principles:

#### Movement and access

- Development that maximises opportunities for sustainable travel
- New or improved pedestrian and cycle connections

#### Historic and natural environment

- Preserve and where appropriate enhance the setting of designated and non-designated heritage assets
- Conserve and enhance biodiversity and avoid adverse effects on the Chelmer Valley Riverside and Chelmsford Watermeadows Local Wildlife Sites
- Undertake a pre-application Archaeological Assessment
- Provide suitable SuDS and flood risk management.

#### Design and layout

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

#### Site infrastructure requirements:

- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Sites CW1a and CW1c to CW1e – Provide a new vehicular access to serve Strategic Growth Site 1a through proportionate contributions. Physical provision of the new vehicular access route shall be delivered through development of sites CW1a and/or CW1d (both currently Council owned sites)
- Site CW1f – Safeguard land for Springfield Road junction improvement
- Appropriate measures to promote and enhance sustainable modes of transport
- Provide, or make financial contributions, to facilitate, sustain and enhance car club facilities for residents and businesses within the site
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities

- **Financial contributions to early years, primary and secondary education provision**
- **Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.**

### **Reasoned Justification**

**7.13** Chelmer Waterside comprises large areas of previously developed land between the River Chelmer and the Chelmer and Blackwater Navigation. These sites will deliver a significant amount of new growth and contribute to the continued urban renaissance of the City Centre. The sites have been grouped together as they provide an opportunity to complete the overall regeneration of this part of the City Centre. They will accommodate higher-density residential development and commercial uses making the most of the waterside setting. Proposals for these sites should have regard to planning guidance contained in the Chelmer Waterside Development Framework (October 2021), which sets out details of how the development requirements may be met.

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

**7.15** The Council will take a flexible approach to uses on these sites which support positive activity and encourage innovation and investment, in accordance with Policy S17. Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

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

**7.18** Springfield Road/Navigation Road junction must be improved to provide sufficient capacity to support initial development. Beyond initial development, there is a requirement for a new strategic access route to serve Chelmer Waterside linking with Wharf Road to reduce movements at the Springfield Road/Navigation Road junction. This must be physically provided as part of the comprehensive development of this area, but with proportionate financial contributions from sites CW1a and CW1c to CW1e.

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

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

## 7 - Where will development growth be focused?

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

**7.22** Site CW1a contains high pressure gas transmission pipelines and a gas pressure reduction compound. These could significantly constrain the amount of development that can be placed on this area. However, proposals to relocate the gas pressure reduction compound and the high pressure gas pipelines will increase the site's capacity potential.

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

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

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

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

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

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

## **STRATEGIC GROWTH SITE POLICY 1w – MEADOWS SHOPPING CENTRE AND MEADOWS SURFACE CAR PARK**

Land at the Meadows Shopping Centre and the Meadows Surface Car Park, east of the High Street, as shown on the Policies Map, is allocated for a mixed-use development to regenerate and diversify this existing city centre site to deliver a rejuvenated city centre focused development. This site will be used to test the effectiveness, in practice, of greater car-reduction in a volume mixed-use development.

**Amount and type of development:**

- Around 350 new homes of a mixed size and type including affordable housing and specialist residential accommodation. The final amount of new homes will be confirmed through the planning application process.

**Site masterplanning principles:**

**Movement and access**

- Development to prioritise opportunities for active and sustainable travel and provide excellent connectivity with surrounding networks
- Reduced on-site parking quantum to be mitigated by appropriate means
- Existing city centre public car park to be compensated for by alternative provision if removed
- Vehicular access to and from the site must be compatible with wider highway network and not undermine active travel or place-making principles
- Delivery routes and service provision must be fit for purpose and adhere to place-making principles
- Provide three new bridges to support cycle connectivity on and off this peninsula site.

**Historic and natural environment**

- Preserve or enhance the character or appearance of the three conservation areas relating to this site and their respective settings
- Preserve or enhance the setting of the adjacent designated and non-designated heritage assets
- Protect wider historic environment and townscape and important viewpaths
- Conserve and enhance biodiversity and avoid adverse effects on the Chelmer Valley Riverside Local Wildlife Site
- Ensure layout maintains a generous waterside margin free of buildings to create desirable active travel routes, enable access to water, maintain and enhance recreation and habitat connectivity
- Development to include abundant street planting and other green infrastructure
- Provide suitable SuDs and flood risk management.

**Design and layout**

- Design and layout to contribute towards distinct identity and function of the site and its relationship to both Chelmsford City Centre and Chelmer Waterside

## 7 - Where will development growth be focused?

- Provide open spaces and routes fronted by active and complementary uses at street level
- Development design and layout to mitigate the impact of High Bridge Road
- Layout, scale, massing and architecture to respond to and respect heritage, contextual townscape and waterside location
- Development to provide and support public interaction with the water, enhance water environment for both public and nature, and provide adequate access to the water
- Provide public art which contributes towards place creation.

### Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Enhancement of existing pedestrian and cycle routes within the site including surfacing, drainage, signage and lighting
- Appropriate measures to promote and enhance active and sustainable modes of transport, including provision of a local mobility hub
- Provide enhancements to waterways to provide improved access, supporting facilities and services to facilitate more active use of the waterways and navigation, moorings and landings, lighting, environmental and natural enhancements
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Provide on-site local open space.

### Reasoned Justification

**7.28** The Meadows Shopping Centre and associated Meadows Surface Car Park provide an opportunity to regenerate and diversify the site, as shown on the Policies Map, to provide around 350 new homes and reconfigured city centre offer between 2029 and 2034.

**7.29** The Meadows Shopping Centre is an undercover centre which first opened in 1992. With entrances from the High Street, Backnang Square, Meadows Surface Car Park and Meadows Walk it is an integral part of the City Centre network. A number of shops have closed in this particular shopping centre including an anchor department store, and its offer continues to decline, which is in contrast to wider city centre retail resilience. This provides an opportunity for an innovative scheme to reimagine the City Centre offer that this site and associated surface car park can make to support and enhance city centre functions and create a new city centre destination for residents and visitors.

**7.30** This development is a stand-alone test case for reviewing the effectiveness of alternative sustainable travel modes and other measures aimed at reducing dependence on car usage in new development in the City Centre. The level of vehicle parking provision that will be considered for this site will not set a precedent for other development in the city centre or elsewhere, but the Council will use this experience to help review its policies and standards in future Local Plan making. This approach to the redevelopment of this site will only be acceptable where the Council is satisfied that the scheme has sufficient alternative provision

to meet occupier demands and that there is adequate resilience to the development proposals to prevent parking overspill from this development site.

**7.31** In considering the parking priorities the Council will also take into account:

- The development's approach to reducing greenhouse gas emissions by reducing the need to travel.
- Provision of a local mobility hub, improvements to existing foot/cycle connections including at river crossings, increasing foot/cycle connections, improving access to car club, introducing new schemes for shared sustainable mobility (e.g. shopmobility, bike and e-scooter hire), active travel, wayfinding and environmental enhancement to sustainable travel corridors
- Resilience measures to ensure approach to parking is sustainable and will not give rise to issues of overspill
- Provision of Travel Plans to ensure active and sustainable means of transport are available to all new residents, to promote the benefits of sustainable travel, to monitor travel needs, reduce the need to travel, and encourage the use of non-car modes.
- Commitment to development-wide management of parking controls and advance information for residents on the lack of access to vehicle parking in this development
- Provision of essential parking and servicing.

**7.32** Vehicular access to the site for servicing, emergencies and parking shall be integrated into a layout that promotes sustainable travel as a priority. The layout shall deliver a positive destination experience in relation to city centre functions, waterside interface, and high quality place-making that is compatible with the wider City Centre.

**7.33** The amount of retail-specific floorspace available on this site will reduce. The proposals should seek to retain an equivalent amount of commercial floorspace compared to the existing shopping centre within a reconfigured layout, and explore the potential for providing a range of leisure, entertainment and social facilities which complement, rather than compete with, the existing City Centre offer. The mix of uses should create a new destination for residents and visitors. Flexible workspace such as offices and spaces for creative services, should also be provided. The Council will take a flexible approach to uses on this site which support positive activity and encourage innovation and investment, in accordance with Strategic Policy S17.

**7.34** The development will deliver sustainable housing in the heart of the City Centre. Development should provide a mix of size and types of homes. Affordable, appropriately accessible, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

**7.35** The site is bordered by waterways on two sides, forming a peninsula between the Rivers Can and Chelmer. Development should seize this unique opportunity for waterside-facing development and creation of space for water-based activity, to fully integrate development areas and functional use of the water. Use of the watersides for active travel connections between the site, the High Street, and the wider active travel network is key to ensuring the site is well-connected to the rest of the City Centre and beyond. This will include replacing three existing bridges to bring them up to shared pedestrian and cycle standard, whilst providing enough head height for waterway navigation beneath.

## 7 - Where will development growth be focused?

**7.36** The layout, scale, massing and architecture should respond positively to the site's central waterside location, High Street interface, wider townscape and conserve or enhance heritage assets and their settings. The site lies partly within the Chelmer and Blackwater Conservation Area, Chelmsford Central Conservation Area, and the Baddow Road and River Can Conservation Area. There are a number of listed buildings close to the site including the Grade II listed Stone Bridge, 56-59 High Street, buildings at Grays' Brewery Yard, and 37 Baddow Road; and Local Listed Buildings at 1 to 4, and 222 to 225 Moulsham Street, 36 to 38 High Street, and the Springfield Basin Feeder Channel.

**7.37** Design and architecture should be of high quality and respond to the significance of the site in delivering a destination role within the City Centre network, without compromising wider City Centre function or character.

**7.38** In addition to the policies of the Local Plan, development should have regard to the principles and guidance set out in the Chelmer Waterside Development Framework 2021. In addition, the waterside margins and rivers fall within the Green Wedge and are designated as a local wildlife site (LOWS). Development must ensure that the integrity of the Green Wedge, the LOWS, and their biodiversity and habitat is protected or enhanced.

**7.39** The elevated section of High Bridge Road crosses the site creating an artificial boundary, which will need to be carefully incorporated into the site layout with mitigation considered for the support piers and areas of lower height where it meets the ground. Buildings developed near to the bridge structure will need to achieve an acceptable remoteness and relationship for building users and ground level areas beneath and around the bridge.

**7.40** Infrastructure required for this site is in addition to relevant requirements of Policy S9. Local open space is required on this site to make an important contribution to the health and wellbeing of the local community. In particular, there is a lack of children's play and youth facilities in the City Centre and urban area, which this site could help to provide. Financial contributions may also be required towards strategic open space.

### **Alternatives considered**

#### **Do not allocate the site in the Local Plan.**

The site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

### **STRATEGIC GROWTH SITE POLICY 1b – FORMER ST PETER'S COLLEGE, FOX CRESCENT**

**Land off Langton Avenue, formerly St Peter's College and playing fields, as shown on the Policies Map, is allocated for residential, specialist education uses, and community uses. Development proposals will accord with a masterplan approved by the Council to provide:**

### Amount and type of development

- Around 185 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process
- Two new special schools.

### Supporting on-site development:

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

### Site masterplanning principles:

#### Movement and access

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

#### Design and layout

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

### Site infrastructure requirements:

- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Land (circa 2.5 hectares) for two new special schools (Use Class F1(a)) in line with Local Education Authority requirements
- Financial contributions to early years, primary and secondary education provision
- Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board
- Provide rationalised/retained formal/informal open space
- Provide a play area with particular emphasis on children and teenage users
- Provide, or make financial contributions to new or enhanced sport, leisure and recreation facilities.

## 7 - Where will development growth be focused?

### **Reasoned Justification**

**7.41** The former St Peter's College is in the Melbourne area of Chelmsford, located north west of the City Centre. The neighbourhood is focused on Melbourne Avenue shops, health facilities and local services. The opportunity is for around 185 new homes between 2025 and 2029, along with new specialist education uses and other community facilities to bring significant benefits not only to the site's residents but the wider community. The site has an approved masterplan (21/00002/MAS), and a planning application is in progress. This number is reflected in the 5 Year Housing Sites Schedule April 2023.

**7.42** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

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

**7.45** The site contains open space comprising former school playing fields, as shown on the Policies Map. Notwithstanding the provisions of Policy DM21 a commuted sum will be secured in lieu of the loss of any open space, as agreed with the County Council which owns the land. The scale of financial contributions should be at least that required to provide an equivalent replacement playing field (including essential ancillary facilities). If the playing fields are to be retained or replaced on-site the development will be required to enhance the open space (including essential ancillary facilities) and to facilitate its sustainable community use.

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

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

**7.48** The Council would welcome the reuse of key built features on-site including the main entrance building. This would enable retention of a distinctive building in the area, and provide a lead for new character.

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

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

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

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

### **STRATEGIC GROWTH SITE POLICY 1x – FORMER KAY-METZELER PREMISES, BROOK STREET**

**Land at the former factory premises in Brook Street, as shown on the Policies Map, is allocated for residential development.**

#### **Amount and type of development:**

- **Around 185 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process.**

#### **Supporting on-site development**

- **Equipped play provision for children and teenage users.**

#### **Site development principles**

##### **Movement and access**

- **Development that maximises opportunities for active and sustainable travel**
- **Main vehicle access will be from Brook Street**
- **Provide a shared pedestrian and cycle access along Brook Street (south side)**
- **Provide pedestrian and cycle connections to Brook Street and New Street.**

##### **Historic and natural environment**

- **Preserve and where appropriate enhance the setting of the Grade II listed Marconi 1912 building and the non-designated heritage assets at Marriage's Mill and the former Hoffmans works**
- **Provide suitable SuDs and flood risk management.**

## 7 - Where will development growth be focused?

### Design and layout

- Provide suitable noise attenuation measures to avoid harm from the adjoining railway line to surrounding residential amenity
- Layout to provide appropriate street frontage to both Brook Street and New Street
- Provide public art which contributes towards place creation
- Financial contributions to Brook Street public realm
- Retention and enhancement of existing natural features to the New Street boundary to create distinctive landscape character.

### Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years, primary and secondary education provision
- Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board
- Undertake a Minerals Infrastructure Assessment, given the site's proximity to Chelmsford Rail Sidings.

### Reasoned Justification

**7.52** The site lies close to the City Centre, and the railway and bus station transport hubs. As such, it is well located for a residential development of around 185 new homes between 2029 and 2034.

**7.53** The Council will take a flexible approach to uses on this site which support positive activity and encourage innovation and investment, in accordance with Policy S17. Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

**7.55** Links should be made with active and sustainable travel routes close to the site, particularly towards Anglia Ruskin University, the City Centre, the bus and railway station hubs, and to the riverside pedestrian/cycle route network. A residential travel plan will be required to ensure sustainable and active and sustainable means of travel are available to all new residents, to reduce the need to travel and encourage the use of non-car modes.



**7.56** The site is highly visible and prominent within the local streetscape and from the mainline railway approach to Chelmsford. The development is close to the City Centre in an area of change which has included redevelopment of the former Marconi site, which has an impact on the future character of this site. The scale, massing and finer design details must remain appropriately sympathetic to that context. Practical design considerations, such as service yards, utility related plant etc, must be effectively designed to sustain a high quality approach to streetscape. Where residential use meets the street, units must be designed to offer suitable privacy to those units without harm to the streetscene.

**7.57** Although there are no heritage assets on the site, development should preserve and where appropriate enhance the setting of the Grade II listed Marconi 1912 building.

**7.58** Public realm improvements will be required, particularly the provision of shared cycle and pedestrian access to the south side of Brook Street, to improve safety and connectivity. The site lies within a Minerals Consultation Area. The developer will be required to undertake a Minerals Infrastructure Assessment to ensure the proposed development would not compromise the nearby mineral infrastructure site.

**7.59** Local open space is required on this site to make an important contribution to the health and wellbeing of the local community. In particular, there is a lack of children's play and youth facilities in the City Centre and urban area, which this site could help to provide. Financial contributions may also be required towards strategic open space.

### **Alternatives considered**

#### **Do not allocate the site in the Local Plan.**

The site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative unless compatible alternative employment uses come forward.

### **STRATEGIC GROWTH SITE POLICY 1d – RIVERSIDE ICE AND LEISURE LAND, VICTORIA ROAD**

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

#### **Amount and type of development:**

- **Around 150 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process**
- **Food/drink and/or retail units**
- **Decked car parking.**

## 7 - Where will development growth be focused?

### Supporting on-site development:

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

### Site development principles:

#### Movement and access

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

#### Historic and natural environment

- Preserve or enhance the character or appearance of the adjoining Chelmsford Central Conservation Area and its setting
- Generous waterside margin to enable maintenance, recreation and habitat connectivity.

#### Design and layout

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

### Site infrastructure requirements:

- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Financial contributions to primary and secondary education provision
- Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers
- Financial contribution towards improvements to Mallard Bridge.

### Reasoned Justification

**7.60** The site lies close to Chelmsford City Centre, and the transport hub of railway and bus stations. Redevelopment of the swimming pool site has released former leisure centre land and parking areas for development. It is well-located for a residential development of around 150 new homes between 2025 and 2027.

**7.61** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

## 7 - Where will development growth be focused?

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

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

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

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

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

**7.67** Although there are no heritage assets on the site, development should preserve or enhance the character or appearance of the adjoining Chelmsford Central Conservation Area and its setting.

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

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

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would

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hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

### **STRATEGIC GROWTH SITE POLICY 1e – CIVIC CENTRE LAND, FAIRFIELD ROAD**

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

#### **Amount and type of development:**

- **Around 100 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process**

#### **Supporting on-site development:**

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

#### **Site development principles:**

##### **Movement and access**

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

##### **Historic and natural environment**

- **Preserve and where appropriate enhance the setting of the Grade II listed War Memorial, conserve and where appropriate enhance the setting of the locally listed Civic Centre entrance building, and preserve and enhance the character or appearance of the West End Conservation Area and its setting.**

##### **Design and layout**

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

##### **Site infrastructure requirements:**

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Financial contributions to primary and secondary education provision**

- **Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contribution to facilitate, sustain and enhance car club facilities for scheme occupiers.**

### **Reasoned Justification**

**7.70** The site is located south of Duke Street adjacent to the City's transport hub of railway and bus stations, with excellent pedestrian and cycle links to the main shopping and business area, but also close to Central Park and with links to the wider area through the Green Wedge. This justifies intensive use of part of the site for City Centre living at a city scale (i.e. taller, higher-density buildings) for around 100 new homes between 2034 and 2036, while retaining the majority of public car parking on site.

**7.71** The Council will take a flexible approach to uses on this site which support positive activity and encourage innovation and investment, in accordance with Policy S17. Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

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

**7.74** Development on the wider site should preserve the setting of the Grade II listed War Memorial on Duke Street, conserve the setting of the locally listed Civic Centre main entrance building, and preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting. The West End Conservation Area is on the Heritage at Risk Register in 2023. The Council will support development that provides opportunities to enhance the Conservation Area.

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

**7.76** A residential travel plan will be required to include a package of measures to ensure sustainable means of travel are available to all new residents, to promote the benefits of sustainable transport, reduce the need to travel, and encourage the use of non-car modes. Provision or contributions to facilitate, sustain and enhance car club facilities for scheme

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occupiers will also be required. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking.

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

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

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

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

### **STRATEGIC GROWTH SITE POLICY 1f – EASTWOOD HOUSE CAR PARK, GLEBE ROAD**

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

#### **Amount and type of development:**

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

#### **Supporting on-site development:**

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

#### **Site development principles**

##### **Movement and access**

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

### Historic and natural environment

- **Preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting.**

### Design and layout

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

### Site infrastructure requirements:

- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Financial contributions to primary and secondary education provision**
- **Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers.**

### Reasoned Justification

**7.80** Eastwood House is an office building with a large surface parking area and undercroft parking. The surface parking area has full planning permission (Ref: 19/01618/FUL) for 197 homes. Development is expected to be delivered between 2025 and 2036. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit.

**7.81** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.82** The development should provide a mix of size and types of homes. Affordable, appropriately accessible and adaptable housing, and other types of accessible housing should be provided in accordance with the Council's policy requirements. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth. There is also scope for alternative land uses across the wider site including cultural or entertainment uses.

**7.83** The office building itself is designated as an Employment Area. Vehicular access will need to be retained for the office use and its undercroft parking. In addition, sufficient parking should be retained for the office use to ensure its future use is not compromised by lack of parking provision.

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

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

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

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

**7.88** Although there are no heritage assets on the site, development should preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting. The West End Conservation Area is on the Heritage at Risk Register in 2023. The Council will support development that provides opportunities to enhance the Conservation Area.

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

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

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

### **STRATEGIC GROWTH SITE POLICY 1y – LAND BETWEEN HOFFMANN'S WAY AND BROOK STREET (MARRIAGE'S MILL)**

**Land between Hoffmann's Way and Brook Street, as shown on the Policies Map, is suitable for residential development, with supporting commercial uses.**

#### **Amount and type of development:**

- **Around 100 new homes of a mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process.**

### Supporting on-site development

- Integration of flexible workspace facilities
- Equipped play provision for children and teenage users.

### Site development principles

#### Movement and access

- Development that maximises opportunities for active and sustainable travel
- Main vehicle access will be from Hoffmanns Way
- Provide pedestrian and cycle connections to both Hoffmanns Way and Brook Street
- Widening of pedestrian/cycle route adjoining the site which links to routes to the east.

#### Historic and natural environment

- Retain and re-use the historic buildings.
- Conserve and where appropriate enhance the setting of the locally listed Chelmer Mill building
- Preserve and where appropriate enhance the setting of the former Hoffmann works.

#### Design and layout

- Retain and reuse existing non-designated heritage assets for new uses where practicable, and reuse other key buildings that contribute to character
- Retain key views of Chelmer Mill
- Layout to provide appropriate street frontage to both Hoffmanns Way and Brook Street
- Respect the setting of the adjacent green space and riverside to the north
- Provide public art which contributes towards place creation
- Financial contributions to Brook Street public realm.

#### Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Provide or make financial contributions to facilitate, sustain and enhance car club facilities for scheme occupiers
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years, primary and secondary education provision

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- **Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board**
- **Undertake a Minerals Infrastructure Assessment given its proximity to Chelmsford Rail Sidings.**

### **Reasoned Justification**

**7.91** The site lies close to the City Centre, and the railway and bus station transport hubs. As such, it is well located for a residential development of around 100 new homes between 2034 and 2039.

**7.92** The Council will take a flexible approach to uses on this site which support positive activity and encourage innovation and investment, in accordance with Policy S17. Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

**7.94** Links should be made with active and sustainable travel routes close to the site, particularly with the adjacent Anglia Ruskin University, and towards the City Centre, the bus and railway station hubs, and to the riverside pedestrian/cycle route network. A residential travel plan will be required to ensure active and sustainable means of travel are available to all new residents, to reduce the need to travel and encourage the use of non-car modes. Some local improvements are needed to adequately connect this site into the pedestrian and cycle network which this development would need to resolve.

**7.95** The site is highly visible and prominent within the local streetscape and from the mainline railway approach to Chelmsford. The development is close to the City Centre in an area of change which has included redevelopment of the former Marconi site, and new university buildings, which have an impact on the future character of this site. The scale, massing and finer design details must remain appropriately sympathetic to that context. Practical design considerations, such as service yards, utility related plant etc, must be effectively designed to sustain a high quality approach to streetscape. Where residential use meets the street, units must be designed to offer suitable privacy to those units without harm to the streetscene.

**7.96** The Council requires the protection of the non-designated heritage asset on site, consisting of Chelmer Mill (c.1901) with its distinctive tower, as set out in the *Register of Local Buildings of Value in Chelmsford (2009)*. The Mill should form a central focal feature for the development, and consideration also given to retaining the single storey building range to the southwest of the Mill. This may involve reuse or sympathetic alteration of the buildings in relation to the context, including use of the historic fabric, attention to design detail, and high quality of any new materials. Views towards the Mill from outside the site should also be retained where possible.

**7.97** Public realm improvements are expected, particularly to Brook Street, to improve safety and connectivity for cyclists and pedestrians and improve the streetscene.

**7.98** Site landscaping should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife site. The site lies within a Minerals Consultation Area. The developer will be required to undertake a Minerals Infrastructure Assessment to ensure the proposed development would not compromise the nearby mineral infrastructure site.

**7.99** Local open space is required on this site to make an important contribution to the health and wellbeing of the local community. In particular, there is a lack of children's play and youth facilities in the City Centre and urban area, which this site could help to provide. Financial contributions may also be required towards strategic open space.

### **Alternatives considered**

#### **Do not allocate the site in the Local Plan**

The site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

#### **Growth Sites in Chelmsford Urban Area**

**7.100** Growth Sites 1g to 1bb share common features due to their central position in the urban area and are all subject to Policy GR1 as well as infrastructure requirements in Policy S9. Additional policy requirements and phasing information are listed in individual site-specific policies.

### **POLICY GR1 – GROWTH SITES IN CHELMSFORD CITY CENTRE/URBAN AREA**

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

**Growth Sites 1g to 1bb will be required to provide the following type of development and site infrastructure requirements, and take into consideration the site development principles. In addition, the relevant infrastructure requirements of Policy S9 also apply to these sites. Additional policy requirements and phasing information are then listed in individual site-specific policies. These new developments will be planned carefully using the following principles and with the use of Planning Briefs or Design Codes where appropriate.**

#### **Type of development:**

- **New homes of a mixed size and type, including affordable housing, where applicable. The final amount of new homes will be confirmed through the planning application process.**

#### **Supporting on-site development:**

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

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### Site development principles:

#### Movement and access

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

#### Historic and natural environment

- Conserve and where appropriate enhance designated and non-designated heritage assets and their settings
  - Preserve or enhance the character or appearance of Conservation Areas.
- #### Design and layout
- Ensure design and layout supports commercial function, where applicable.

#### Site infrastructure requirements:

- Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance sustainable modes of transport
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years, primary and secondary education provision
- Financial contributions and/or onsite provision of community facilities including healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

### Reasoned Justification

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

**7.102** Where a site has a planning permission that is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit.

**7.103** Infrastructure requirements for Growth Sites 1g to 1bb are in addition to relevant requirements of Policy S9. Further site-specific policy information is set out in the site-specific policies which follow.

**7.104** These sites have been allocated to create high quality, sustainable new developments, covering a capacity range from around 10 to around 90 homes. Exact site capacity will depend on site specific considerations including local context and appropriate scale. The Council will

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consider the use of Planning Briefs and Design Codes on Growth Sites where appropriate in line with Policy DM24.

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

**7.106** The Council will take a flexible approach to uses on sites within the Opportunity Corridors which support positive activity and encourage innovation and investment, in accordance with Policy S17. Opportunities to include attractive, flexible use units in developments will be encouraged to enable employment or community uses. Where appropriate, live-work units should be provided to ensure developments are as sustainable as possible. Combining work and home in a single unit will help to reduce the need to travel, reduce traffic levels and related air quality impacts. It will also promote new economic development. Other uses may include retail, hotels, or cultural facilities.

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

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

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

### **Alternatives considered**

#### **Do not allocate sites in the Local Plan.**

Site allocations 1g, 1h, 1i, 1k, 1l, 1m, 1n, 1p, 1q, 1r, 1s, 1t, 1v, 1z, 1aa and 1bb represent sustainable development allocations. There are no overriding constraints that would hinder the delivery of the sites which will contribute to housing supply. Not considered a reasonable alternative.

### **GROWTH SITE POLICY 1g – CHELMSFORD SOCIAL CLUB, SPRINGFIELD ROAD**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 29 new homes. The final amount of new homes will be confirmed through the planning application process
- Enhanced route links from Riverside Ice and Leisure to Springfield Road, including financial contributions towards improvements to Mallard Bridge
- Main vehicle access will be from Springfield Road
- Preserve and where appropriate enhance the setting of nearby Grade II listed buildings at 73-75 and 80 Springfield Road
- Generous waterside margin to enable maintenance, recreation and habitat connectivity
- Ground floor active frontages for residential blocks where appropriate, fronting public routes
- New development making the most of the waterside location
- Potential to retain community use in new layout.

### **GROWTH SITE POLICY 1h – ASHBY HOUSE CAR PARKS, NEW STREET**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 80 new homes. The final amount of new homes will be confirmed through the planning application process
- Main vehicle access from Brook Street
- Conserve and where appropriate enhance the setting of the locally listed Globe House and Marriage's Mill
- New built frontage to Brook Street
- Opportunity to extend Ashby House for residential use
- Avoid adverse impacts on the Chelmer Valley Local Nature Reserve
- Financial contributions towards improvements to Brook Street public realm.

### **GROWTH SITE POLICY 1i – RECTORY LANE CAR PARK WEST**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 75 new homes. The final amount of new homes will be confirmed through the planning application process

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

### GROWTH SITE 1z – GRANARY CAR PARK, VICTORIA ROAD

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 60 new homes. The final amount of new homes will be confirmed through the planning application process
- Main vehicle access will be from Victoria Road
- Provide safe and convenient pedestrian and cycle access to Victoria Road
- Link to the existing pedestrian and cycle network
- Preserve and where appropriate enhance the setting of the adjacent Grade II listed Springfield Water Mill and Springfield Mill House buildings
- Retain the former bridge piers and railings currently on Victoria Road, either in situ or relocated elsewhere on site, due to their local heritage value
- Layout to provide appropriate street frontage to Victoria Road
- Development layout should maintain the privacy of existing adjacent homes at Riverside to the east
- Protect the purpose of including land within the Green Wedge
- Retain or reprovide Public Open Space with equivalent or better
- Provide onsite, or make a financial contributions towards, improvements to the pedestrian/cycleway to the east
- New development making the most of the waterside location
- Generous waterside margin to enable maintenance, recreation and habitat connectivity
- Retain natural landscaping to enhance the setting
- Avoid adverse impacts on the adjacent Chelmer Valley Local Nature Reserve
- Drainage and flood risk management to address partial location in Flood Zones 2 and 3.

### **GROWTH SITE POLICY 1k – FORMER CHELMSFORD ELECTRICAL AND CAR WASH, BROOK STREET**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 40 new homes. The final amount of new homes will be confirmed through the planning application process
- Provision of a 3.5m widened cycle/footway along the New Street frontage, in accordance with Local Highways and Transportation Authority requirements
- Main vehicle access will be from Brook Street/New Street
- Preserve and where appropriate enhance the setting of the Grade II listed Marconi 1912 building, and conserve and where appropriate enhance the setting of the locally listed Globe House and Marriage's Mill
- Layout to provide appropriate street frontage to both New Street and Brook Street
- Ground floor non-residential uses and active frontages for residential blocks, fronting public routes
- Financial contributions towards improvements to Brook Street public realm.

### **GROWTH SITE 1aa – COVAL LANE CAR PARK**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 40 new homes. The final amount of new homes will be confirmed through the planning application process
- Main vehicle access will be from Coval Lane
- Character, scale and layout to have regard and respond to the site's surrounding context
- Development layout should respect neighbouring rear boundaries
- Preserve and where appropriate enhance the setting of the non-designated heritage asset at Chelmsford Fire Station
- Retain or reprovide the existing natural landscaping across the site to enhance the setting
- Provide suitable SuDs and flood risk management.

## **GROWTH SITE POLICY 1I – BT TELEPHONE EXCHANGE, COTTAGE PLACE**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 30 new homes. The final amount of new homes will be confirmed through the planning application process
- Financial contributions to improve Church Street/Cottage Place public realm
- Main vehicle access from Cottage Place
- Preserve and where appropriate enhance the setting of the nearby Grade II listed Imperial House and The Wheatsheaf, conserve and where appropriate enhance the setting of the locally listed Cathedral Court, and preserve or enhance the character or appearance of the adjoining Chelmsford Central Conservation Area
- Adaptation or redevelopment of existing buildings
- Consideration of security to remainder of BT premises building.

## **GROWTH SITE POLICY 1m – RECTORY LANE CAR PARK EAST**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 23 new homes. The final amount of new homes will be confirmed through the planning application process
- Potential for student accommodation, due to its proximity to Anglia Ruskin University
- Main vehicle access to be taken from Chelmer Valley Road
- Improved level pedestrian/cycle connection to existing road crossing point to the south
- Conserve and where appropriate enhance the setting of the adjacent locally listed Cemetery Gatehouse and Lodge on Rectory Lane
- Character and scale determined by adjacent residential development
- Layout shaped by utility easements
- Enhanced landscaped edge to Rectory Lane and Chelmer Valley Road.

### **GROWTH SITE POLICY 1n – WATERHOUSE LANE DEPOT AND NURSERY**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 20 new homes. The final amount of new homes will be confirmed through the planning application process
- An accessible, alternative Parks Depot will need to be in place prior to development to allow continuity of service
- Main vehicle access will be from Waterhouse Lane
- Maintain wide grass verge and trees to Waterhouse Lane road frontage
- Development layout should ensure sensitive treatment to the allotments' boundary and the preservation of the setting of the nearby Grade II listed barn.

### **GROWTH SITE POLICY 1o – CHURCH HALL SITE, WOODHALL ROAD**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- 12 new homes. A planning application has been permitted for 12 new homes (Ref: 19/01579/FUL). Work on site was completed after April 2023, so the number will be confirmed in the next iteration of the Plan, using the April 2024 Housing Site Schedule.
- Main vehicle access will be from Woodhall Road
- Character and scale determined by adjacent residential development
- Development layout should respect neighbouring rear boundaries
- Drainage and flood risk management led by SuDs to address location in a Critical Drainage Area.

### **GROWTH SITE POLICY 1p – BRITISH LEGION, NEW LONDON ROAD**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 15 new homes. The final amount of new homes will be confirmed through the planning application process
- Alternative provision of the community use should be secured prior to development
- Main vehicle access from New London Road
- Development should preserve or enhance the character or appearance of the New London Road Conservation Area, preserve and where appropriate enhance the setting of the Grade II listed Southborough House and conserve

and where appropriate enhance the setting of the adjacent locally listed building at 176 New London Road

- Retain natural landscaping to enhance the setting.

### **GROWTH SITE POLICY 1q – REAR OF 17 to 37 BEACH’S DRIVE**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- This site has full planning permission (Ref: 23/00116/FUL) for 18 new homes. This number is reflected in the 5 year Housing Sites Schedule April 2023. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit
- Main access will be from Beach’s Drive
- Pedestrian and cycle access should be created into Admirals Park at the south-east of the site to connect to safe pedestrian/cycle routes to the City Centre to the east and wider countryside to the west
- Character and scale determined by adjacent residential development
- Development layout should respect neighbouring rear boundaries.

### **GROWTH SITE POLICY 1r – GARAGE SITE, ST NAZAIRE ROAD**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

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

### **GROWTH SITE POLICY 1bb – GLEBE ROAD CAR PARK**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- This site has full planning permission (Ref: 22/02196/FUL) for 12 new homes. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit

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- Main vehicle access will be from Glebe Road
- Conserve and where appropriate enhance the setting of the locally listed buildings at The White Horse PH and 3 – 24a Townfield Street, and preserve or enhance the character or appearance of the West End Conservation Area and its setting
- Character, scale and layout to have regard and respond to the site's surrounding context and heritage
- Provide suitable SuDs and flood risk management.

### **GROWTH SITE POLICY 1s – GARAGE SITE AND LAND, MEDWAY CLOSE**

- This site has full planning permission for 6 new homes (Ref: 23/00195/FUL). The application was submitted after April 2023, so the number will be confirmed in the next iteration of the Plan, using the April 2024 Housing Site Schedule
- Improved main vehicle access will be from Medway Close
- Natural boundaries should be retained as an edge to development
- Character and scale determined by adjacent residential development
- Drainage and flood risk management led by SuDs to address partial location in a Critical Drainage Area.

### **GROWTH SITE POLICY 1t – CAR PARK R/O BELLAMY COURT, BROOMFIELD ROAD**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- Around 10 new homes. The final amount of new homes will be confirmed through the planning application process
- Main vehicle access will be from Broomfield Road
- Preserve and where appropriate enhance the setting of the Grade II listed Coval Hall to the west, and preserve or enhance the character or appearance of the adjoining West End Conservation Area and its setting.

### **GROWTH SITE POLICY 1u – RIVERMEAD, BISHOP HALL LANE**

Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:

- 315 new homes of student accommodation. The north island has full planning permission (Ref: 18/01326/FUL). Work on site was completed after April 2023, so the number will be confirmed in the next iteration of the Plan, using the

**April 2024 Housing Site Schedule. The 315 student dwellings are counted at a ratio of 2.31 as set out in the Five Year Housing Supply Methodology, equivalent to 136 homes**

- **New bridges to Anglia Ruskin University and Springfield Hall Park to the east for connections to pedestrian and cycle network, and improved pedestrian and cycle connection to Bishop Hall Lane**
- **Bridges to provide adequate headroom for boating activity**
- **New publicly accessible riverside areas**
- **Mixed uses on south island which may include student accommodation, business, offices**
- **Preserve and where appropriate enhance the waterside character and the setting of the adjacent listed Mill House and pond**
- **Avoid adverse impacts on the Chelmer Valley Local Nature Reserve**
- **Layout guided by views from surrounding area**
- **Main vehicle access will be from Bishop Hall Lane**
- **Appropriate mitigation, compensation and enhancements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Financial contributions to supporting infrastructure, depending on uses.**

### **GROWTH SITE POLICY 1v – RAILWAY SIDINGS, BROOK STREET**

**Development will be permitted at this site subject to meeting the requirements of Policy GR1, and the following site-specific criteria:**

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

## Location 2 – West Chelmsford

### STRATEGIC GROWTH SITE POLICY 2 – WEST CHELMSFORD

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

#### Amount and type of development:

- 880 new homes of mixed size and type to include affordable housing Travelling Showpeople site for 5 serviced plots. The final amount of new homes will be confirmed through the planning application process.

#### Supporting on-site development:

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

#### Site masterplanning principles:

##### Movement and Access

- Main vehicular access to the site will be from Roxwell Road (A1060)
- Provide pedestrian and cycle connections
- Provide a well-connected internal road layout which allows for bus priority measures.

##### Historic and Natural Environment

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

##### Design and Layout

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

#### Site infrastructure requirements:

- Land (circa 2.1 hectares) for a co-located primary school (Use Class F1(a)) and early years and childcare nursery (Use Class E(f)) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class E(f)) or contributions towards the cost of physical scheme provision with delivery through the Local Education Authority

- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and, where appropriate, bridleways**
- **Multi-user crossing of Roxwell Road**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to secondary education as required by the Local Education Authority**
- **Financial contributions to, and/or onsite provision of, community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.**

### **Reasoned Justification**

**7.110** The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises a site for new housing and land allocated for future recreation use.

**7.111** This site is adjacent to Chelmsford Urban Area and in close proximity to a range of services and facilities in the City Centre and Melbourne. As such it represents an opportunity for a landscape-led sustainable urban extension that maximises opportunities for travel by sustainable modes. The site has an approved masterplan (Ref: 18/00001/MAS) for 800 new homes and outline planning permission submitted for up to 880 new homes (Ref:21/01545/OUT). This number is reflected in the 5 Year Housing Sites Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2024 and 2034. The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing, and other types of specialist housing should be provided in accordance with the Council's policy requirements.

**7.112** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

**7.114** Although the development quantum and extent of the allocation is set out in the Local Plan, the site is located in the Parish of Writtle where there is a 'made' (adopted) Neighbourhood Plan. It is envisaged that the Neighbourhood Plan will help to shape this site allocation. Through the 'made' Neighbourhood Plan, Writtle Parish Council will also receive 25% of the CIL receipt for this development and any other in its area.

**7.115** Given the scale of the development, a wide range of new community services and facilities including a new primary school, open spaces, recreation, sport and play facilities and neighbourhood centre are required. These services and facilities should be of an

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appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development. The neighbourhood centre will need to make provision for community facilities and health care, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace.

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

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

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

**7.119** The development will be expected to improve connections for walking and cycling into and through the Green Wedge and to services and facilities that will serve the development in Melbourne, Writtle and the City Centre including schools, jobs, ARU Writtle, shops and Chelmsford rail station. This should include cycleway connections into the Chignal Road cycle route and National Cycle Network 1, via Lawford Lane. The site is well located to provide access via these modes to the City Centre. The development will also be required to provide a safe multi-user crossing along Roxwell Road.

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

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

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

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

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

## **Location 3 – East of Chelmsford**

**7.124** This broad location for growth, as shown on the Key Diagram (Figure 14), comprises the following four Strategic Growth Sites:

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

### **STRATEGIC GROWTH SITE POLICY 3a – EAST OF CHELMSFORD - MANOR FARM**

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

#### **Amount and type of development:**

- **360 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

#### **Supporting on-site development:**

- **A new Country Park**
- **New vehicular access road to the Country Park with a new pedestrian and cycle bridge connecting the Country Park to Sandford Mill.**

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### Site masterplanning principles:

#### Movement and Access

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

#### Historic and Natural Environment

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

#### Design and Layout

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

#### Site infrastructure requirements:

- Provision of a new Country Park with a landscape strategy and a delivery mechanism to provide for their long-term management and maintenance
- Financial contributions to a new Visitor Centre at Sandford Mill
- Heritage interpretation, including information boards and public art
- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and sustain travel through active and sustainable transport
- Provide new and enhanced cycle routes, footpaths, Public Rights of Way within and between the site and the surrounding area to enable the development to integrate with existing development areas and to provide links into City Centre, and the wider countryside beyond
- Provision of a new northwest pedestrian/cycle link through the Country Park to provide a connection to future off-site cycle links

- **Where appropriate and proportionate, financial contributions for the provision of new and enhanced off-site cycle routes connecting the development to the City Centre and the wider locality**
- **Financial contributions to early years, primary and secondary education provision as required by the Local Education Authority**
- **Financial contributions towards other community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.**

### **Reasoned Justification**

**7.125** The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises the following notations:

- Site for new housing
- Proposed Country Park, and
- Proposed new connection into Sandford Mill.

**7.126** The site has an approved masterplan (21/00003/MAS) and planning applications have been submitted (Refs:22/01732/FUL and 22/01732/OUT) for 360 homes. This number is reflected in the 5 Year Housing Site Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2024 and 2034. This location represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes. It is one of four development sites East of Chelmsford, adjacent to Chelmsford Urban Area and close to local services and facilities in Great Baddow and Sandon.

**7.127** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

**7.129** The development will provide an opportunity to provide a high-quality residential development and new Country Park to the north of the residential development. It will also provide an opportunity to provide an improved access to Sandford Mill which is an important community asset and a focus for regeneration. This will be provided by a new road through the development to the Country Park and a pedestrian and cycle bridge connecting the Country Park to Sandford Mill. It is envisaged that the new Visitor Centre will be located at Sandford Mill.

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

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management and maintenance arrangements for the new Country Park will also be required. Any further contributions to provide, or make financial contributions towards new or enhanced sport, leisure or recreation facilities will be considered having regard to the provision of the new Country Park.

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

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

**7.133** This site policy states that 360 homes is an appropriate number of homes for this site. This number of homes is based upon the approved detailed masterplan and submitted planning applications. The planning application process will determine the final number of new homes.

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

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

**7.136** The development will be required to provide direct, safe and convenient connections to and crossings at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways and Transportation Authority, the development is expected to provide a safe multi-user crossing at Maldon Road.

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

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



**7.139** The southern part of the site contains the remains of a Bronze Age enclosure, in the area north of the Manor Farm shop. Although the remains are not scheduled, previous excavation has revealed evidence of Bronze Age and later use of the site and its environs. The feature is potentially of national importance and therefore in accordance with paragraph 206 of the NPPF (2023) it should be treated as if it were a Scheduled Monument. An appropriate buffer will be required around the site and a green link to the river valley maintained, which is fundamental to the setting of the monument. Other significant archaeological remains and their settings should also be identified and protected.

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

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

**7.142** As the site contains archaeological deposits, these will need to be considered by future development proposals, through an archaeological evaluation.

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

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

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

#### **Amount and type of development:**

- Around 5,000sqm (net) new Use Class E(g) floorspace, or other appropriate B Use Classes
- Stand-alone early years and childcare nursery (Use Class E(f)).

#### **Site masterplanning principles:**

##### **Movement and Access**

- Main vehicular access to the site will be from a new junction at Maldon Road

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- Provide a well-connected internal road network
- Provide pedestrian and cycle connections including access to the Sandon Park and Ride.

### Historic and Natural Environment

- Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area
- Protect important views into and through the site from across the Chelmer Valley
- Create a network of green infrastructure
- Mitigate the visual impact of the development
- Provide suitable SuDs and flood risk management
- Undertake a Minerals Resource Assessment
- Undertake an Archaeological Assessment.

### Design and Layout

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

### Site infrastructure requirements:

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

### Reasoned Justification

**7.143** The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 5,000sqm of commercial floorspace and provision of a day care nursery (Ref:22/00916/FUL and 22/0916/OUT). The site is expected to be delivered between 2023 and 2031. As such this allocation will support Chelmsford's economic growth by providing new employment floorspace and jobs. It is one of four development sites East of Chelmsford located to the east of Great Baddow and north of Sandon and is close to local services and facilities in these locations.

**7.144** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

**7.146** The development should provide a mix of type and range of sizes of Use Class E(g) employment units to help Chelmsford accommodate the predicted growth in economic

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development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary B2 and B8 Use Classes may also be appropriate as part of the allocation.

**7.147** To serve the proposed employment site and the wider area including patrons of the Park and Ride, a new stand-alone early years and childcare nursery should form part of the development proposals. The nursery accommodation could be built by ECC, the developer or a private early years nursery operator. This will be considered, alongside the selection of early years provider at site masterplanning and planning application stages in consultation with ECC.

**7.148** The development will be expected to promote the highest standards of design to ensure that the type, size, heights, density and massing of new development responds positively to the historic and natural environment and works in sympathy with the local landscape. The design and layout of proposals will need to incorporate landscape compensation measures including the provision of suitable planting belts and buffers to preserve the character or appearance of the Conservation Area. The development is also expected to provide significant new trees in line with Policy DM17.

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

**7.150** The development will be required to safeguard land for the future expansion of Sandon Park and Ride. The land will facilitate an expansion to the west of the existing site, with the area to be agreed through discussions with Essex County Council. The development will be expected to improve connections for cycling and walking including connections into the existing networks and providing links to the City Centre and Chelmer East Green Wedge.

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

**7.152** The development will be required to provide direct, safe and convenient connections to and crossings at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways and Transportation Authority, the development shall provide safe crossing points for links to services.

**7.153** Although the development quantum and extent of the allocation is set out in the Local Plan, the 'made' (adopted) Neighbourhood Plan in Sandon could help shape this site allocation.

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

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

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### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to employment supply. Not considered a reasonable alternative.

### **STRATEGIC GROWTH SITE POLICY 3c – EAST OF CHELMSFORD - LAND SOUTH OF MALDON ROAD**

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

#### **Amount and type of development:**

- **109 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

#### **Site masterplanning principles:**

##### **Movement and Access**

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

##### **Historic and Natural Environment**

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

### Design and Layout

- Development should front onto Molrams Lane, Maldon Road and the open space to the east
- Provide a coherent network of public open space, formal and informal sport, recreation and community space within the site
- Remove low voltage electricity lines from within the site and install electricity cables underground.

### Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and sustain travel through active and sustainable transport
- Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Where appropriate and proportionate, financial contributions for the provision of new and enhanced off-site cycle routes connecting the development to the City Centre and the wider locality
- Financial contributions towards primary and secondary education and early years and childcare provision as required by the Local Education Authority, and towards community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.

### Reasoned Justification

**7.156** The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 109 new homes (Ref:22/00916/FUL and 22/0916/OUT). This number is reflected in the 5 Year Housing Site Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2025 and 2029. This allocation is located to the east of Great Baddow and north of Sandon, close to local services and facilities in these locations. This allocation is one of four development sites East of Chelmsford.

**7.157** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

**7.159** The site is adjacent to the edge of the built-up area. The development must respect the character of the location, by creating a generous landscaped edge to the eastern boundary

## 7 - Where will development growth be focused?

and ensure that the open space in the south of the site maximises the separation of the development with Sandon village.

**7.160** Cross Wood, the existing strong wooded boundary to the north and north west of the site is a result of a Forestry Commission grant from 1997. The trees are not protected by a Tree Preservation Order and a small section of Cross Wood will need to be removed to incorporate a vehicular access from Maldon Road. In accordance with a Forestry Commission obligation until 2027, if any trees are removed, parts of the grant will have to be repaid. Hedgerows on the site shall also be retained and strengthened where possible.

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

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

**7.163** The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City Centre, Chelmer East Green Wedge and nearby services and facilities such as Sandon Secondary School, Badow Hall Primary School and the Vineyards Neighbourhood Centre.

**7.164** The development will be required to provide direct, safe and convenient connections to and crossings at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways and Transportation Authority, the development is expected to provide a safe multi-user crossing at Maldon Road.

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

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

**7.167** Although the development quantum and extent of the allocation is set out in the Local Plan, the 'made' (adopted) Neighbourhood Plan in Sandon could help to shape this site allocation.

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

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

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

### **GROWTH SITE POLICY 3d – EAST OF CHELMSFORD LAND - NORTH OF MALDON ROAD**

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

#### **Amount and type of development:**

- 65 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.

#### **Site masterplanning principles:**

##### **Movement and Access**

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

##### **Historic and Natural Environment**

- Preserve or enhance the character or appearance of the Chelmer and Blackwater Conservation Area
- Protect important views into and through the site from across the Chelmer Valley
- Create a network of green infrastructure
- Mitigate the visual impact of the development
- Provide suitable SuDs and flood risk management
- Retain the WWII pillbox in the northern part of the site and provide interpretation boards
- Undertake a Minerals Resource Assessment
- Undertake an Archaeological Assessment.

##### **Design and Layout**

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

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### Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and sustain travel through active and sustainable transport
- Where appropriate and proportionate, financial contributions for the provision of new and enhanced off-site cycle routes connecting the development to the City Centre and the wider locality
- Provide new and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Financial contributions towards primary and secondary education and early years and childcare provision as required by the Local Education Authority, and towards community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

### Reasoned Justification

**7.170** The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 65 new homes (Ref:22/00916/FUL and 22/0916/OUT). This number is reflected in the 5 Year Housing Site Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2025 and 2029. This allocation is located to the east of Great Baddow and north of Sandon, close to local services and facilities in these locations. This allocation is one of four development sites East of Chelmsford.

**7.171** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

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

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

**7.175** The development will be expected to improve connections for cycling, walking and horse riding including connections into the existing networks and providing links to the City

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Centre, Chelmer East Green Wedge and nearby services and facilities such as the Vineyards Neighbourhood Centre, Sandon Secondary School and Baddow Hall Primary School. Cycle paths from the site should connect with National Cycle Network Route 1 to the north which connects with Chelmer Village, the City Centre and Hammonds Road.

**7.176** A cycle/footway should connect the site to Sandon Park and Ride to the east to increase the patronage of the Park and Ride buses. The development will also be required to provide direct, safe and convenient connections to and crossing at Maldon Road including to existing bus stops. In addition, where appropriate and in consultation with the Local Highways and Transportation Authority, the development is expected to provide a safe multi-user crossing at Maldon Road.

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

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

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

**7.180** Although the development quantum and extent of the allocation is set out in the Local Plan, the 'made' (adopted) Neighbourhood Plan in Sandon could help to shape this site allocation.

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

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

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

## Location 4 – Galleywood

### **GROWTH SITE POLICY 4 – LAND NORTH OF GALLEYWOOD RESERVOIR**

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

**Amount and type of development:**

- **24 new affordable homes of mixed size and type. The final amount of new homes will be confirmed through the planning application process.**

**Site development principles:**

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

**Site infrastructure requirements:**

- **New and enhanced cycle routes and footpaths**
- **On-site provision of new parking spaces that will be lost from Pyms Road**
- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Financial contributions towards primary education and early years and childcare provision as required by the Local Education Authority, and community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.**

### **Reasoned Justification**

**7.183** Galleywood is a Key Service Settlement. This allocation is located within Galleywood Defined Settlement Boundary and close to local services and facilities in the village. It will provide a high quality residential development of 24 new affordable homes expected to be delivered between 2026 and 2027. The site has outline planning permission for 24 new affordable homes (Ref: 22/00397/OUT). This number is reflected in the 5 Year Housing Sites Schedule April 2023. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its own merit.

**7.184** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

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

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

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

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

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

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

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

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

## Location 5 – Writtle

### **GROWTH SITE POLICY 5 – LAND SURROUNDING TELEPHONE EXCHANGE, ONGAR ROAD, WRITTLE**

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

**Amount and type of development:**

- **Around 25 new homes of a mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

**Site development principles:**

- **Vehicular access to the site will be from Ongar Road and/or The Green Provide pedestrian and cycle connections**
- **Preserve or enhance the character or appearance of the Writtle Conservation Area and its setting**
- **Preserve and where appropriate enhance the setting of the listed buildings at 49 and 57 The Green**
- **Protect existing trees within the development site**
- **Provide suitable SuDS and flood risk management.**

**Site infrastructure requirements:**

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

### **Reasoned Justification**

**7.193** Writtle is a Key Service Settlement. This allocation is located within Writtle Defined Settlement Boundary and close to local services and facilities in the village. It will provide a high-quality residential development of around 25 new homes expected to be delivered between 2034 and 2039.

**7.194** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.195** The development should provide a mix of size and types of homes. The development is expected to promote the highest standards of design with dwelling heights and massing that responds positively to the local context. A proportion of affordable housing and

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appropriately accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

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

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

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

**7.199** Although the development quantum and extent of the allocation is set out in the Local Plan, the 'made' (adopted) Neighbourhood Plan in Writtle could help to shape this site allocation.

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

### Growth Area 2 – North Chelmsford

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

**7.201** As shown in Figure 17, this growth area will focus new development growth at four locations – North East Chelmsford (Chelmsford Garden Community) (Location 6), Great Leighs (Location 7), North of Broomfield (Location 8) and North West Chelmsford (Little Boyton Hall Farm Rural employment Area). Together these will deliver around 7,800 new homes and around 66,000sqm of new employment floorspace. Provision is also made for 10 Gypsy and Traveller pitches and 15 Travelling Showpeople plots. These allocations will deliver a substantial number of new homes and employment over the Local Plan period, underpinned by a comprehensive package of new infrastructure including new schools, early years and childcare provision, green infrastructure and neighbourhood centres. The sites at North East Chelmsford (Chelmsford Garden Community) (Location 6) and North of Broomfield (Location 8) will also maximise opportunities for enjoyment of the Green Wedge and use for sustainable travel into the City Centre (cycling and walking).

**7.202** The Council's previously adopted Development Plan Documents focused strategic greenfield growth in North Chelmsford. Further growth of around 6,250 new homes, and around 9ha of dedicated employment land are allocated in North-East Chelmsford (Chelmsford Garden Community) (Location 6) and will be delivered over the Local Plan period. This will be a landscape-led development, utilising Garden City principles and well-connected by improved road and public transport links. It will accommodate the most significant amount of new housing and employment growth in the form of attractive well-designed communities, centred around open space/leisure facilities, a new Country Park and a new Business/Science Park. Provision is made for 10 Gypsy and Traveller pitches and 15 Travelling Showpeople plots.

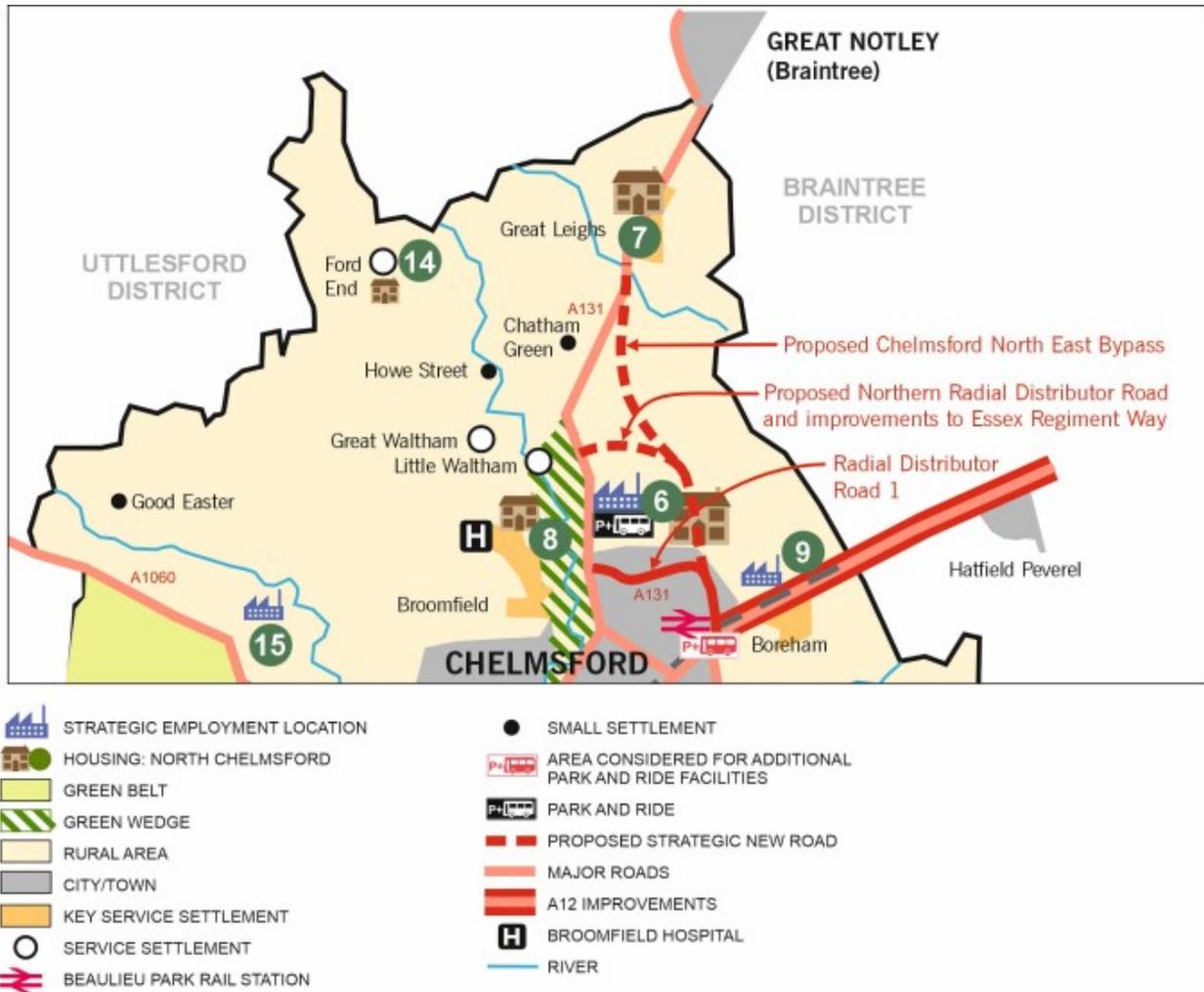
**7.203** Development at Great Leighs (Location 7) will deliver around 1,100 new homes and North of Broomfield (Location 8) will deliver around 500 new homes, along with supporting infrastructure. These allocations will provide opportunities to contribute towards and enhance existing facilities and services in these villages.

**7.204** New employment development will be provided through an extension to Little Boyton Hall Farm Rural Employment Area, North West Chelmsford (Location 15) and Waltham Road Employment Area, Boreham (Location 9a). Expansion of these well-established employment sites will provide rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of business in rural areas.

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**7.205** In addition, new homes are allocated at Ford End on small sites no larger than one hectare in size (Locations 14a and b). This Service Settlement has a primary school, village hall and sports facilities making it suitable for limited scale development. New development will contribute towards and enhance existing facilities and services of the village.

**Figure 17 : Growth Area 2 - North Chelmsford**



## Location 6 - North East Chelmsford (Chelmsford Garden Community)

### STRATEGIC GROWTH SITE POLICY 6 – NORTH EAST CHELMSFORD (CHELMSFORD GARDEN COMMUNITY)

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

#### Amount and type of development:

- 6,250 new homes of mixed size and type to include affordable housing and specialist residential accommodation. The final amount of new homes will be confirmed through the planning application process
- Around 9ha or 59,946sqm of dedicated employment land
- Travelling Showpeople site for 10 serviced plots
- Gypsy and Traveller site for 10 serviced pitches.

#### 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 Northern Radial Distributor Road (Northern RDR) from Essex Regiment Way
- Four new mixed use village centres incorporating provision for convenience food retail, community and healthcare provision
- Provision of a new all-through school (including primary with co-located early years, secondary and potential for a sixth form centre)
- Provision of three further 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.

#### Site masterplanning principles:

##### Movement and Access

- Main vehicular access to the site will be from Essex Regiment Way via a new vehicular access outer Northern Radial Distributor Road (Northern RDR)
- Additional access to the site will be from Chelmsford North East Bypass (CNEB) and the existing Radial Distributor Road (RDR1)
- Provide well-connected internal road layouts which allow good accessibility for bus services and bus priority measures

- Provide an effective movement strategy within the site
- Provide pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer North Green Wedge, existing development in Chelmsford Garden Community, Beaulieu Park Rail Station and associated employment area, new Country Park and development east of the Chelmsford North East Bypass
- Provide a dedicated car club for residents and businesses on site and available to the rest of Chelmsford Garden Community
- Provide safe multi-user crossings of the Northern Radial Distributor Road (Northern RDR) and the Chelmsford North East Bypass (CNEB)
- Measures to enable travel by active and sustainable modes and that offer travel choice for people by non-car modes including a network of mobility hubs
- Extension of on-site Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure
- Improvements to the local and strategic road network as required by the Local Highways and Transportation Authority.

### Historic and Natural Environment

- Provide a network of green infrastructure to mitigate the visual, biodiversity and heritage impacts of the development
- Preserve or enhance the character or appearance of the Little Waltham Conservation Area and its setting
- Preserve and where appropriate enhance the listed buildings and their settings including New Hall, Old Lodge, Bulls Lodge, Belsteads Farmhouse and barn, Channels Farmhouse, Mount Maskells, Powers Farmhouse, Peverel's Farmhouse, Shoulderstick Hall, Hobbits, Shuttleworth, Pratts Farmhouse, Pratts Farm Cottages, and New Hall Registered Park and Garden
- Provide a generous landscape buffer to preserve the settings of nearby heritage assets including Powers Farm, Peverel's Farm, Park Farm, Channels, Belsteads and those on Wheelers Hill/Cranham Road
- Provide suitable SuDs and flood risk management
- Appropriate re-phasing of minerals extraction and restoration and Minerals Resource Assessment
- Appropriate habitat mitigation and creation
- Undertake an Archaeological Assessment
- Provide a minimum of 20% biodiversity net gain above the ecological baseline and in accordance with Policy DM16.

### Design and Layout

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

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- Two tiers of design guidance will directly inform the preparation of the applications for approval of reserved matters (i) the Site Wide Principles (informative) and (ii) the Detailed Design Codes (prescriptive)
- The Site Wide Principles Document will describe the aspects of spatial co-ordination between different zones and development parcels and will accompany the outline planning applications
- The preparation and submission of Detailed Design Codes for approval will be a condition of each outline planning permission.

### Site infrastructure requirements:

- Land (circa 12 hectares) for a co-located secondary school (Use Class F1(a)) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Land (circa 2.1 hectares, 2.1 hectares and 2.4 hectares) for three co-located primary schools (Use Class F1(a)) each with early years and childcare nursery (Use Class E(f)) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Land (circa 0.26 hectares) for two stand-alone early years and childcare nurseries (Use Class E(f)) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Appropriate improvements to the local and strategic road network to include necessary works to Essex Regiment Way as required by the Local Highways and Transportation Authority
- A single carriageway road (Phase 1) of the Chelmsford North East Bypass and a new Radial Distributor Road (Northern RDR)
- Appropriate measures to promote and enhance active and sustainable transport including an extension of Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure and a cycle/footpath bridge over Essex Regiment Way
- New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Financial contributions to the delivery of the Chelmsford North East Bypass (CNEB) beyond the site boundary, rail station and community space and facilities
- Provide and/or financial contributions to healthcare provision as required by the NHS Mid and South Essex Integrated Care Board
- Provision of and financial contribution to facilitate and sustain car club facilities for residents and businesses with the site and for the use of the wider community
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Provide a new Country Park with delivery mechanism to provide for its long-term management and maintenance
- New multi-functional green infrastructure including public open space, formal and informal recreation, outdoor sports facilities and allotments
- Safeguarded land for the future extension of Chelmer Valley Park and Ride
- Appropriate flood risk management measures and SuDS.

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

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

### Stewardship

- Establish a robust and sustainable stewardship structure early on in the planning and delivery process
- A Stewardship Statement to accompany the first outline planning application providing full details of a) the governance structure and methods of funding of the proposed stewardship vehicle, b) public spaces and community assets to be owned, managed and maintained by the proposed stewardship vehicle and c) an indicative programme for the establishment and operation of the proposed stewardship vehicle
- A Stewardship Strategy to be provided as part of the site specific agreement to include a) a robust governance strategy of the chosen stewardship vehicle, b) a full Business Plan for the chosen stewardship vehicle and c) arrangements for maintenance, management and monitoring of public spaces and community assets
- The Chelmsford Garden Community Council to have a defined remit in stewardship across the whole garden community area to foster collaboration, create accountability, provide consistency and ensure resident engagement
- A single not-for-profit stewardship body to work in partnership with the Chelmsford Garden Community Council to provide a coordinating role to stewardship, place making and community development and to deliver the garden community's vision
- The Stewardship Body to make use of funding opportunities including income-generating assets and resident service charges, with the latter to be minimised and capped as appropriate.

### Reasoned Justification

**7.206** The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises the following notations:

- New Garden Community for major housing and employment development
- Proposed Country Park
- Proposed Northern Radial Distributor Road (Northern RDR), and
- Existing open space.

**7.207** The development will provide a large sustainable urban extension based around Garden City Principles for over 6,000 new homes, around 9ha or 59,946sqm of dedicated employment land, a new Country Park and a single carriageway road for the new Chelmsford North-East Bypass (CNEB). The development has an approved masterplan (Ref:22/00001/MAS) and outline planning applications have been submitted (Refs:22/01950/FUL, 22/01950/OUT, 23/00124/FUL and 23/00124/OUT). 6,250 homes is

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reflected in the 5 Year Housing Site Schedule April 2023. If these proposals are not implemented and new proposals come forward, the site capacity will be considered on its individual merit. The Garden Community is expected to be delivered between 2025 and 2039. This site lies to the north-east of Chelmsford Urban Area, close to services and facilities in the existing and planned developments at Beaulieu and Channels.

**7.208** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

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

**7.211** The establishment of a robust and sustainable stewardship structure early on in the planning and delivery process forms a key requirement of the development establishing a consistent approach to stewardship and place keeping across the Garden Community. The expectation is that the newly formed Chelmsford Garden Community would have a defined remit in stewardship across the whole Garden Community area to foster collaboration, create accountability, provide consistency and ensure resident engagement. A single not-for-profit Stewardship Body would be formed to work in partnership with the Garden Community Council to provide a co-ordinating role to stewardship, place making and community development and to deliver the vision for the Garden Community. The Stewardship Body could include additional roles for the Garden Community Council and could commission different facilitators to manage and maintain the public spaces and community assets within the Garden Community. The Stewardship Body is expected to be funded through a blend of income generating assets and resident service charges with the latter to be minimised and capped as appropriate. Where appropriate, other means of funding may also be identified.

**7.212** A formal governance structure will be established with oversight for the whole Garden Community to ensure appropriate common collaborative arrangements are put in place.

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

## 7 - Where will development growth be focused?

**7.214** As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 10 plots and a Gypsy and Traveller site for 10 pitches within the Strategic Growth Site allocation, as shown on the Policies Map. The location of the Travelling Showpeople site has been determined through the masterplanning process. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy goods vehicles is essential. The location of the Gypsy and Traveller site will be determined through the planning application process. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that the site will be delivered through a comprehensive approach, such as with a registered housing provider.

**7.215** The development will be required to provide around 9ha of dedicated employment land or around 56,946 sqm. This is expected to contribute significantly to the City's economic growth by providing a mix of opportunities for accommodation for medium and large-sized businesses. The new development is expected to deliver two employment hubs with prospects for an Innovation Park of the highest design quality. This will be attractive to leading businesses in the Research and Development and High Technology sectors and could help place Chelmsford at the forefront of 21st century economic development in Essex and beyond. The new employment development will be in addition to existing commitments for significant new office/business floorspace in Chelmsford Garden Community at Beaulieu and Channels including Beaulieu XChange business park.

**7.216** A wide range of new community services and facilities including a new all through school (including primary with co-located early years, secondary and potentially a sixth form centre), three new primary schools with co-located early years and at least two standalone nurseries, open spaces, recreation, sport and play facilities, community facilities and mixed use village centres will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing and planned neighbourhoods in Chelmsford Garden Community. The village centres will need to make provision for community and healthcare facilities, as required by the NHS Mid and South Essex Integrated Care Board, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace. The planning and design of development is required to encourage healthy and active lifestyle, in line with Sport England and Public Health England's Active Design guidance.

**7.217** This site allocation will support Chelmsford's economic growth by providing new employment floorspace and jobs. Locations for office, employment and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining Chelmsford Urban Area. The development should provide a mix of type and range of sizes of Use Class E(g) employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary employment uses may also be appropriate as part of the allocation.

**7.218** The all through school campus should be provided on a site of around 12 hectares of land. The developer will be expected to provide the education land and total cost of the physical education scheme provision with delivery through the Local Education Authority.

## 7 - Where will development growth be focused?

Opportunities for dual use sports facilities within the new secondary school form part of the masterplan and will be secured in conjunction with the Local Education Authority through the outline planning application. Consideration should be given to Essex School Organisation Service's 'Garden Communities and Planning School Places' to ensure schools are appropriately planned and laid out to serve the Garden Community.

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

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

**7.220** The development will also be required to safeguard the preferred route corridor for the A130 CNEB and provide a phased approach to its delivery, and ensure that development is served with suitable junctions directly from this strategic route.

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

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

**7.223** The development will be required to safeguard land for the future expansion of Chelmer Valley Park and Ride and to maximise opportunities for sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be required to provide good accessibility for bus services, including bus stop infrastructure as appropriate, along with bus priority measures within and related to the site to provide and maintain a quick and convenient local bus service and services to the wider area including Chelmsford City Centre. A network of mobility hubs will be provided across the Garden Community; these will allow for the interchange between active modes of travel and bus services and 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 charging and bus stops.

## 7 - Where will development growth be focused?

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

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

**7.226** Two tiers of design guidance will directly inform the preparation of any reserved matters the Site Wide Principles (informative) and the Detailed Design Codes (prescriptive). The Site Wide Design Principles will outline the aspects of spatial co-ordination between the different zones and development parcels and accompany the Strategic Parameter Plans. The preparation and submission of Detailed Design Codes (DDC) for approval will be a condition of each outline planning application. The DDC's will vary in their extent, tailored to the circumstances and scale of change in each place, allowing a suitable degree of variety but will be consistent in their objectives and in how they stipulate design quality, following a consistent structure and format as set out in the Stage 1 Masterplan documents. Development will follow a carefully design coded approach within which context it may be considered appropriate to remove permitted development rights.

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

**7.228** The site includes an area of open space originally identified for existing and replacement golf holes. Due to its location, topography and ecology, this area will perform other important open space functions which will form part of the development of Strategic Growth Site 6. It is expected that a significant portion of this area will form open space with the parameters having been decided through the masterplanning process. The site layout should also positively use existing topographical, heritage, ecological and landscape site features such as established vegetation and water bodies. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford.

**7.229** Development design and layout is expected to preserve or enhance the character or appearance of the Little Waltham Conservation Area and preserve the listed buildings and their setting on and close to the site. The masterplan process has established the detailed preservation and enhancement principles for this site.

## 7 - Where will development growth be focused?

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

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

**7.232** A significant amount of multi-functional green infrastructure will be required including open spaces, habitat creation, allotments and sports areas with associated facilities and play facilities. The new Country Park will be expected to retain and improve habitats for wildlife and provide new and enhanced recreational opportunities. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park will also be required. Given the scale of the Garden Communities, the opportunity exists for these developments to achieve 20% biodiversity net gain. Development proposals will be considered in line with DM16.

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

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

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

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

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

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

**7.239** Chelmsford Garden Community is already an area of change arising from major new development allocated in the Council's previously adopted Local Development Framework which was subject of a detailed masterplan. Outline planning permission has been granted for 4,350 new homes and up to 62,300sqm of employment floorspace and the first phases are currently being developed.

## 7 - Where will development growth be focused?

**7.240** As part of the conditions of the outline permission for 3,600 of the total of 4,350 new homes (known as Beaulieu and Channels), all subsequent development proposals within reserved matters or full planning applications are required to comply with the approved Parameter Plans and adopted Landscape Design and Management Plan. This is to ensure compliance with the historic environment requirements of the now superseded North Chelmsford Area Action Plan regarding the protection and enhancement of the setting of the Grade I New Hall and its Registered Park and Garden and the implementation of the required Heritage Compensatory Measures. In the event that the extant planning permission is not implemented in full, any subsequent planning applications will be required to adhere in full to the adopted Landscape Design and Management Plan.

**7.241** The specific area where the New Hall Heritage Compensatory Measures should be implemented are shown on the Local Plan Policies Map.

### **Alternatives considered**

**Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

## Location 7 - Great Leighs

**7.242** This broad location for growth, as shown on the Key Diagram (Figure 14), comprises the following Strategic Growth Sites:

- 7a: Great Leighs – Land at Moulsham Hall
- 7b: Great Leighs – Land East of London Road
- 7c: Great Leighs – Land North and South of Banters Lane.

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

### **STRATEGIC GROWTH SITE POLICY 7a – GREAT LEIGHS - LAND AT MOULSHAM HALL**

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

## 7 - Where will development growth be focused?

### Amount and type of development:

- Around 750 new homes of mixed size and type to include affordable housing Travelling Showpeople site for 5 serviced plots. The final amount of new homes will be confirmed through the planning application process.

### Supporting on-site development:

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

### Site masterplanning principles:

#### Movement and Access

- Main vehicular access to the site will be from Moulsham Hall Lane
- Provide pedestrian and cycle connections to the existing Village of Great Leighs
- Provide a well-connected internal road layout which allows for bus priority measures.

#### Historic and Natural Environment

- Preserve and where appropriate enhance the setting of the listed buildings at Moulsham Hall, Triceratops, Breams Farm, Creeds Twin/Hobby Croft, Chadwicks, Fortune Cottage, Stone Hall Cottage and Hump Cottage
- Create an enhanced parkland setting to Moulsham Hall
- Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures
- Ensure appropriate habitat mitigation and creation is provided
- Mitigate the visual impact of the development
- Create a network of green infrastructure
- Provide suitable SuDs and flood risk management
- Undertake a Minerals Resource Assessment
- Undertake an Archaeological Assessment.

#### Design and Layout

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

### Site infrastructure requirements:

- Land (circa 2.1 hectares) for a co-located primary school (Use Class F1(a)) and early years and childcare nursery (Use Class E(f)) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority

- **Appropriate measures to promote and enhance active and sustainable transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Ensure appropriate waste water treatment provision and disposal is available in time to serve the site, including any associated sewer connections and any required mitigation within the sewerage network**
- **Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority**
- **Financial contributions to, and/or onsite provision of, community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.**

### **Reasoned Justification**

**7.244** The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises the following notations:

- Site for new housing
- Area for conservation/strategic landscape enhancement
- Land allocated for future recreation use
- Existing open space, and
- Local Wildlife Site.

**7.245** This site is to the west of Great Leighs and is expected to be delivered between 2025 and 2034. The site has an approved masterplan (Ref:20/00002/MAS) and planning applications has been submitted for up to 800 new homes (Ref:23/01583/OUT and 23/01583/FUL). The applications were submitted after April 2023, so this number is not yet reflected in this policy. It will be updated in the next iteration of the Plan, using the April 2024 Housing Site Schedule. The development will deliver a landscape-led high-quality sustainable new neighbourhood that maximises opportunities for travel by sustainable modes. It will provide a mix of size and types of homes including affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.

**7.246** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.247** As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 5 plots within the Strategic Growth Site allocation, as shown on the Policies Map.. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy goods vehicles is essential.

## 7 - Where will development growth be focused?

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

**7.249** Great Leighs primary school is full, and forecast to remain so. The scale of development in this location will require a new primary school with co-located early years and childcare nursery. The developer will be expected to provide the land and total cost of the physical scheme provision with delivery through the Local Education Authority. A comprehensive approach will be necessary to deliver this new school early on in the development, and ahead of development of site 7c: Great Leighs – Land North and South of Banters Lane. The nearest secondary schools to Great Leighs are located in Braintree town. The City Council together with Braintree District Council and Essex County Council (as Local Education Authority) have jointly considered the potential implications arising from both Chelmsford's and Braintree's emerging Local Plans, and the provision of secondary school provision. Proposals for the future expansion of Notley High School in Braintree can provide secondary place capacity for this site allocation. Efforts should therefore be made to provide safe and direct walking and cycling routes between Great Leighs and Notley High School in Braintree.

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

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

**7.252** Opportunities for active and sustainable transport should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b and 7c. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including Moulsham Hall Lane, School Lane and Dumney Lane to connect to Great Leighs village, Great Notley and Chelmsford City Racecourse.

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

## 7 - Where will development growth be focused?

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

**7.255** The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the adjacent Essex Wildlife Trust Nature Reserves, Phyllis Currie/Dumney Lane Woods. This may include financial contributions towards mitigating increased recreational impacts. The development will be required to provide appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

**7.256** An area around the Grade II listed Moulsham Hall is allocated for conservation and strategic landscape enhancement, as shown on the Policies Map. The development is expected to preserve the setting of Moulsham Hall and to create an enhanced parkland setting.

**7.257** The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces. For these reasons, the land to the north west of the site is allocated for future recreation use.

**7.258** Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.

**7.259** The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated minerals and waste activities.

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

## 7 - Where will development growth be focused?

### Alternatives considered

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

### **STRATEGIC GROWTH SITE POLICY 7b - GREAT LEIGHS - LAND EAST OF LONDON ROAD**

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

#### **Amount and type of development:**

- **Around 190 new specialist residential homes for older persons to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

#### **Site masterplanning principles:**

##### **Movement and Access**

- **Main vehicular access to the site will be from London Road**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

##### **Historic and Natural Environment**

- **Preserve and where appropriate enhance the setting of the listed buildings at Gubbions Hall and North Whitehouse**
- **Protect and where appropriate enhance the Gubbions Hall Scheduled Monument and its setting**
- **Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures**
- **Mitigate the visual impact of the development**
- **Create a network of green infrastructure**
- **Provide suitable SuDs and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Undertake a Minerals Resource Assessment**
- **Undertake an Archaeological assessment.**

##### **Design and Layout**

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

### Site infrastructure requirements:

- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Ensure appropriate waste water treatment provision and disposal is available in time to serve the site, including any associated sewer connections and any required mitigation within the sewerage network**
- **Financial contributions to delivery of the Chelmsford North East Bypass**
- **Financial contributions to, and/or on site provision of, community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.**

### Reasoned Justification

**7.261** This allocation is to the north of Great Leighs and will provide a high-quality sustainable development for around 190 homes for older persons. The site has outline planning permission submitted for an integrated retirement community comprising 190 units (ref:21/02490/OUT). This number is reflected in the 5 Year Housing Sites Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2024 and 2028. The allocation will provide housing for people over retirement age, including the active, newly retired through to very frail elderly, including affordable housing. This housing need can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and other specialised housing for those that require care. The specialist residential accommodation on this site does not negate the need for other types of specialist housing to be provided in accordance with the Council's policy requirements for sites 7a and 7c.

**7.262** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.263** This part of the overall development at Great Leighs is in close proximity to the existing village and well-located to existing facilities including a shop/post office, public houses, village hall, employment area and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree.

**7.264** The development will take its vehicular access from London Road and will be expected to mitigate its impacts on the local and strategic road network, both individually and collectively with the other allocations in the Great Leighs location. These will be expected to include appropriate improvements along roads that will serve the new development including Main Road, Banters Lane, London Road, the A131, and financial contributions towards the Chelmsford North East Bypass.

## 7 - Where will development growth be focused?

**7.265** Opportunities for active and sustainable transport should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b and 7c. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.

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

**7.267** Layout should incorporate compensation measures for landscape impact from the development including an appropriate green buffer between the site and the Rural Area beyond. The development will be required to provide appropriate habitat mitigation and creation, incorporate green buffers adjacent to existing residential properties including those along Banters Lane, and appropriate buffers to the adjacent Local Wildlife Site, Bushy Wood.

**7.268** Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites. Development design and layout should also take into consideration the setting of other heritage assets, including the nearby listed buildings North Whitehouse and Gubbions Hall and the Schedule Monument at Gubbions Hall and its setting. The development will be required to provide appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

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

**7.270** The development will need to ensure that appropriate new healthcare facilities are provided and financial contribution to existing provision is made to meet the specific needs of an older community.

**7.271** The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated minerals and waste activities.

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

**7.273** Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits.

Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.

### **Alternatives considered**

**Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

### **STRATEGIC GROWTH SITE POLICY 7c – GREAT LEIGHS – LAND NORTH AND SOUTH OF BANTERS LANE**

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

**Amount and type of development:**

- **Around 100 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.**

**Site masterplanning principles:**

**Movement and Access**

- **Main vehicular access to the site will be from a combination of entry points**
- **Provide pedestrian and cycle connections**
- **Provide a well-connected internal road layout.**

**Historic and Natural Environment**

- **Preserve and where appropriate enhance the setting of the listed buildings at Gubbions Hall, Blue Barnes Farm, The Cottage, Jasmine Cottage, Millers Cottage and Rose Cottage**
- **Protect and where appropriate enhance the Gubbions Hall Scheduled Monument and its setting**
- **Protect and enhance the River Ter Site of Special Scientific Interest (SSSI) to the south of the site ensuring any new development provides any required mitigation measures**
- **Mitigate the visual impact of the development**
- **Create a network of green infrastructure**
- **Provide suitable SuDS and flood risk management**
- **Ensure appropriate habitat mitigation and creation is provided**
- **Undertake a Minerals Resource Assessment**
- **Undertake an Archaeological Assessment.**

## 7 - Where will development growth be focused?

### Design and Layout

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

### Site infrastructure requirements:

- Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable transport
- New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Ensure appropriate waste water treatment provision and disposal is available in time to serve the site, including any associated sewer connections and any required mitigation within the sewerage network
- Financial contributions to delivery of the Chelmsford North East Bypass, early years and childcare, primary and secondary education as required by the Local Education Authority
- Financial contributions to, and/or onsite provision of, community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

### Reasoned Justification

**7.274** This allocation will provide a high quality sustainable extension to Great Leighs for around 100 homes expected to be delivered between 2025 and 2027. It will provide a mix of size and types of homes including affordable, self-build and custom-build, appropriately accessible and adaptable housing, as well as other types of specialist housing in accordance with the Council's policy requirements.

**7.275** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.276** This part of the overall development is in close proximity to the existing village and well-located to existing facilities including a shop/post office, public houses, village hall, employment area and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree.

**7.277** Given the scale of the development, a range of new community services and facilities including open spaces and recreation facilities are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development.

**7.278** Great Leighs Primary School does not currently have capacity to accommodate future pupil forecasts from this development. The scale of development proposed across Strategic Growth Location 7 will require a new two-form entry primary school with co-located 56 place early years and childcare nursery. The new school is proposed to be located on

## 7 - Where will development growth be focused?

Site 7a: Great Leighs – Land at Moulsham Hall and Site 7c will contribute proportionately towards its provision. Whilst Site 7c may come forward prior to Site 7a in the event of there being sufficient capacity at Great Leighs Primary School and/or White Court Primary School to the north, commencement of both Sites 7a and 7c should otherwise be coincident to ensure viability of the primary school programmed to receive the pupils from both sites. However, in the event that Site 7a does not proceed on programme, as set out in the housing trajectory and Infrastructure Delivery Plan, and there remains insufficient places at Great Leighs Primary School, the developer of Site 7c will need to work with Essex County Council to agree an alternative strategy to mitigate the impact of their development on the availability of school places. Any such alternative strategy should not undermine the ability to deliver on new primary school provision in respect of Site 7a. The nearest secondary schools to Great Leighs are located in Braintree town. The City Council together with Braintree District Council and Essex County Council (as Local Education Authority) have jointly considered the potential implications arising from both Chelmsford's and Braintree's emerging Local Plans, and the provision of secondary school provision. Proposals for the future expansion of Notley High School in Braintree can provide secondary place capacity for this site allocation. Therefore, as part of site infrastructure requirements there is a need to provide connections from the site to the surrounding footpath and cycleway network to ensure safe and direct walking and cycling routes between Great Leighs and Notley High School and White Court Primary School in Braintree.

**7.279** The development will take its vehicular access from a combination of entry points, and will be expected to mitigate its impacts on the local and strategic road network, both individually and collectively with the other allocations in Great Leighs. These will include appropriate improvements along roads that will serve the new development including Main Road, Banters Lane, London Road, the A131, and financial contributions towards the Chelmsford North East Bypass.

**7.280** Opportunities for active and sustainable transport should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and from and between Sites 7a, 7b and 7c. Additional pedestrian and cycle connections should also be provided between the site and the wider area, including into the existing Great Leighs village, Great Notley and Chelmsford City Racecourse.

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

**7.282** Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and nearby Local Wildlife Sites. Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, and appropriate tree and hedge planting along countryside edges. Development design and layout should also take into consideration the setting of nearby heritage assets. The development will be required to provide appropriate mitigation to avoid adverse impacts to the River Ter Site of Special Scientific Interest (SSSI) located to the south of the site.

## 7 - Where will development growth be focused?

**7.283** The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to the adjacent Essex Wildlife Trust Nature Reserve, Sandylay/Moat Woods. This may include financial contributions towards mitigating increased recreational impacts.

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

**7.285** The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site contains a viable minerals resource that would require extraction prior to development. In addition, consideration needs to be given to the neighbouring permitted mineral and waste activity to ensure appropriate phasing of the development to avoid impacts on these permitted and/or allocated mineral and waste activities.

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

**7.287** Great Leighs Water Recycling Centre (WRC) does not currently have sufficient capacity to deal with the proposed growth at Great Leighs. Although this is not a barrier to new development growth, additional capacity will need to be provided by Anglian Water as part of their business planning process and subject to approval by the Environment Agency of any proposed increase of discharges to waterbodies which exceed current permit limits. Any increase in flows are subject to the provisions of the Water Framework Directive. Additional capacity could include improvements to the existing Great Leighs WRC and/or on-site wastewater treatment systems solutions.

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

## Location 8 - North of Broomfield

### STRATEGIC GROWTH SITE POLICY 8 – NORTH OF BROOMFIELD

Land to the north of Woodhouse Lane and west of Blasford Hill, as shown on the Policies Map, is allocated for a high quality landscape-led development that maximises opportunities for sustainable travel. Development proposals will accord with a masterplan approved by the Council to provide:

**Amount and type of development:**

- 512 new homes of mixed size and type to include affordable housing. The final amount of new homes will be confirmed through the planning application process.

**Supporting on-site development:**

- Neighbourhood Centre, including a safeguarded area for a new healthcare facility
- Provision of a new stand-alone early years and childcare nursery located in the southern portion of the site.

**Site masterplanning principles:**

**Movement and Access**

- Main vehicular access to the site will be from Blasford Hill (B1008)
- Provide appropriate downgrading of Woodhouse Lane
- Provide pedestrian and cycle connections
- Provide a well-connected internal road layout which allows for bus priority measures.

**Historic and Natural Environment**

- Conserve and where appropriate enhance the setting of the listed buildings on Blasford Hill and the non-designated assets Wood House, the Coach House and Wood House Lodge adjoining the site
- Protect and where appropriate enhance the setting of the nearby Scheduled Monument to the north of the site
- Mitigate the visual impact of the development
- Enhance the historic environment
- Create a network of green infrastructure
- Provide suitable SuDS and flood risk management
- Ensure appropriate habitat mitigation and creation is provided
- Undertake a Minerals Resource Assessment
- Undertake an Archaeological Assessment.

**Design and Layout**

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

## 7 - Where will development growth be focused?

### Site infrastructure requirements:

- Land (circa 0.13 hectares) for a stand-alone early years and childcare nursery (Use Class E(f)) and the total cost of physical scheme provision with delivery through the Local Education Authority
- Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable transport
- New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Financial contributions to delivery of the Chelmsford North East Bypass, primary and secondary education
- Financial contributions to, and/or onsite provision of, community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

### Reasoned Justification

**7.288** The development will provide a high quality sustainable urban extension. The site has an approved masterplan (Ref:20/0001/MAS) for around 450 new homes and outline planning permission submitted for 512 new homes (Ref:20/02064/OUT). This number is reflected in the 5 Year Housing Site Schedule April 2023. If this proposal is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2024 and 2035. This site is to the north of Broomfield and well-located in relation to existing community and educational facilities and areas of employment. Main Road (B1008) Broomfield is also a 'quality' bus corridor with a very good frequency of services connecting into Chelmsford City Centre. As such the allocation represents an opportunity for a landscape-led development that maximises opportunities for travel by sustainable modes.

**7.289** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.290** The development should provide a mix of size and types of homes. Affordable, self-build and custom-build, appropriately accessible and adaptable housing as well as other types of specialist housing should be provided in accordance with the Council's policy requirements. The capacity of the site and mix of housing will need to reflect the available primary school places within the admissions area.

**7.291** There is an emerging Neighbourhood Plan being prepared in Broomfield which it is envisaged will help shape this site allocation. However, it is considered that the development quantum and extent should be allocated through the Local Plan as a strategic site delivering a significant new neighbourhood. The site straddles the parish boundary shared between Broomfield and Little Waltham. Broomfield Parish Council will also receive 25% of the CIL receipt for this development (and any other) in its area when the Broomfield Neighbourhood Plan is made (approved). Otherwise the rate will be 15%.

## 7 - Where will development growth be focused?

**7.292** Given the scale of the development, a wide range of new community services and facilities including a new nursery school, open spaces, recreation facilities and neighbourhood centre (including a safeguarded area for a new healthcare facility) are required. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and the wider area, reflecting the fact that this development is an extension of the existing village rather than a stand-alone settlement. The neighbourhood centre will need to make provision for community and health care. The health care facility should be an area safeguarded of sufficient size to mitigate the impact of the development proposed on this site and be sustainable as a practice.

**7.293** The downgrading of Woodhouse Lane should be provided to manage local traffic flows and enhanced walking and cycling options.

**7.294** The development will be expected to adequately mitigate its impacts on the performance of the local and strategic road network including appropriate road and junction alterations, improvements along the B1008 and Woodhouse Lane, and financial contributions towards the Chelmsford North East Bypass. The rural lane network to the south of the site is unfit for heavy traffic and measures to prevent intensification of use must be delivered as part of the development.

**7.295** Opportunities for active and sustainable transport should be maximised to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. New and enhanced pedestrian and cycle connections should be provided within the site and connecting to places such as Broomfield Hospital, Chelmer Valley High School, Little Waltham Primary School, Broomfield Primary School, City Centre, the Green Wedge, and surrounding countryside.

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

**7.297** Layout should incorporate compensation measures for landscape impact from the development including lower dwelling densities, appropriate tree and hedge planting along countryside edges, and green buffers. Green buffers will be required to protect the amenities of neighbours including adjoining residential properties, Farleigh Hospice and King Edwards Grammar School (KEGS) playing field. The nature conservation value of Puddings Wood Local Wildlife Site to the south of the development must be considered and form part of a strategic approach to conserving the natural environment and mitigating the impacts of development. The western boundary of the site should include a woodland buffer to provide habitat connection between Puddings Wood and Sparrowhawk Wood.

**7.298** Layout should also positively use existing topographical, heritage, ecological and landscape site features such as established field boundaries, mature trees and vegetation, and on-site and nearby Local Wildlife Sites.

## 7 - Where will development growth be focused?

**7.299** A Critical Drainage Area (CDA) has been identified in the Broomfield area. This site may have the potential to impact on the CDA in respect of surface water flooding. As a result of this, the site is likely to require an individually designed mitigation scheme to address this issue.

**7.300** The development is expected to promote the highest standards of design to ensure inclusive and high quality buildings and spaces. This shall include a comprehensive and coherent network of green infrastructure, formal and informal recreation and community spaces. The development is an extension of the existing village of Broomfield so must remain sympathetic to the character of that settlement and respond to its direct abutment to the open countryside.

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

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

### **Alternatives considered**

**Do not carry forward the allocated site in the Local Plan.**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

## Location 9 - Boreham

### **GROWTH SITE POLICY 9a – WALTHAM ROAD EMPLOYMENT AREA**

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

**Amount and type of development:**

- **Around 3,500sqm (net) new Use Class B2 and B8 floorspace along with other appropriate ancillary employment generating uses.**

**Site development principles:**

- **Vehicular access will be from the existing employment area access from Waltham Road**
- **Provide a well-connected internal road layout**
- **Maximise opportunities for the provision of public transport and supporting infrastructure**
- **Provide safe and convenient pedestrian and cycle connections**
- **Provide a robust landscape buffer along the northern and eastern boundaries of the site**

- Provide suitable SuDS and flood risk management
- Undertake a Minerals Infrastructure Assessment
- Undertake an Archaeological Assessment.

### Design and Layout:

- Ensure no adverse impact on the living conditions of existing adjoining residential development
- Retain and enhance existing boundary treatments including provision of new trees
- Landscape led approach to site layout which retains and enhances trees
- Make appropriate provision for parking and safe access
- Mitigate the visual impact of the development
- Conserve and enhance local landscape character
- Provide for a mix of building sizes and styles including building design measures to soften visual impact
- Provide new and accessible open space within the site.

### Site infrastructure requirements:

- New and enhanced pedestrian and cycle routes
- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Provide pedestrian and cycle links to Boreham village.

### Reasoned Justification

**7.303** This site allocation will provide employment development of around 3,500sqm of new general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace as part of an extension to the existing Waltham Road Employment Area. Expansion of this well-established site will provide further rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of businesses in rural areas. Development is expected to be delivered by 2030 and will support Chelmsford's economic growth by providing new employment floorspace and jobs.

**7.304** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.305** The development of the site will be subject of a masterplan agreed with the Council prior to the submission of a planning application.

**7.306** The site is close to the existing Key Service Settlement of Boreham with good access to the strategic road network via the A12. The development should provide a mix of type and range of sizes of Use Class B2 and B8 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary B Use Classes may also be appropriate as part of the allocation.

**7.307** The development will be expected to enhance existing connections for cycling and walking, including connections to Boreham and improvements to nearby bus stops/shelters where appropriate. A travel plan will be required to encourage the use of active and sustainable

## 7 - Where will development growth be focused?

means of travel for all new employees, to reduce the need to travel and encourage the use of non-car modes.

**7.308** The Council will, in conjunction with the Local Highways and Transportation Authority and National Highways, seek appropriate contributions for enhancements to the local and strategic highway network including highway improvements to ensure highway safety, capacity, traffic management and to enable safe access to the site by active and sustainable travel modes.

**7.309** The development will be expected to promote the highest standards of design to ensure that the type, size, form, height, scale, density, massing, materials and colour palette of the new development minimises its visual impact on the local landscape. The layout and position of buildings must avoid large scale buildings near to the northern boundary of the site and be set back from the landscape buffer to ensure that there is no unacceptable visual landscape impact and to ensure no impact upon the tree buffer.

**7.310** The design and layout of proposals will also need to incorporate structural and buffer landscaping along the northern and western boundaries and provide landscape compensation measures. Landscape buffers should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife site to the west.

**7.311** A significant amount of new trees to be planted in line with Policy DM17. The local wildlife site, Boreham Road Gravel Pits, to the west of the site shall be protected.

**7.312** Some residential development lies to the north and east of the site. The development will be expected to provide suitable measures to ensure that the amenity of those residents is not adversely affected such as noise attenuation measures and boundary screening.

**7.313** New open space to serve the employment site will be expected to be provided on-site. This must provide a positive contribution to the quality and character of the development and be accessible to site employees. It must also be multi-functional to deliver a range of benefits, for example, enhanced biodiversity, resilience to climate change and sustainable drainage.

**7.314** The site lies within a Minerals Consultation Area. The developer will be required to undertake a Minerals Infrastructure Assessment to ensure the proposed development would not prevent or compromise the possibility of mineral resources being extracted in the future from land within the nearby mineral extraction site.

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

**7.316** The site is located in the Parish of Boreham where a Neighbourhood Plan being prepared. It is envisaged that the Neighbourhood Plan could help shape this site allocation.

### **Alternatives considered**

#### **Do not allocate the site in the Local Plan.**

This site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to employment supply. Not considered a reasonable alternative.

## Location 14 – Ford End

### **GROWTH SITE POLICY 14a – LAND WEST OF BACK LANE, FORD END**

Land west of Back Lane, as shown on the Policies Map, is allocated for a residential development.

**Amount and type of development:**

- Up to 1 hectare of land to accommodate around 20 new homes of a mixed size and type, including affordable housing. The final amount of new homes will be confirmed through the planning application process.

**Site development principles:**

#### **Movement and Access**

- Vehicular access to the site will be from Back Lane/Woods Road
- Provide safe and convenient pedestrian and cycle connections
- Provide a well connected internal road layout.

#### **Historic and Natural Environment**

- Preserve and where appropriate enhance the setting of the Grade II listed April Cottage and Wayfarers on Back Lane
- Preserve the setting of the adjacent non designated heritage assets on Back Lane and Sandon Hill
- Retain existing trees on the boundary of the site
- Ensure a defensible landscape buffer on the sites boundaries
- Provide suitable multifunctional Green Infrastructure
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

#### **Design and layout**

- Character, scale and layout to have regard and respond to the site's surrounding context.

**Site infrastructure requirements:**

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Financial contributions to new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority
- Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

## 7 - Where will development growth be focused?

### **Reasoned Justification**

**7.317** Land west of Back Lane is to the west of the Defined Settlement of Ford End. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of the primary school, recreation ground and existing public transport connections.

**7.318** For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

**7.319** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.320** The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. The changes in levels between the site and the residential properties on Back Lane needs to be given careful attention to ensure the development is not overbearing on these properties. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

**7.321** April Cottage and Wayfarers on Back Lane are Grade II listed and there are a number of characterful vernacular buildings on Back Lane and Sandon Hill, which are considered to be non designated heritage assets. Development proposals should be sensitive to the heritage setting and local character and distinctiveness and avoid harm to the setting of the designated and non designated heritage assets.

**7.322** A clear and defensible landscaped site boundary should be provided to the northern boundary.

**7.323** Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

### **Alternatives considered**

**Do not allocate the site in the Local Plan.**

Other sites promoted at Ford End through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.

### **GROWTH SITE POLICY 14b – LAND SOUTH OF FORD END PRIMARY SCHOOL**

**Land south of Ford End Primary School, as shown on the Policies Map, is allocated for a residential development.**

**Amount and type of development:**

- **Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed through the planning application process.**

### Site development principles:

#### Movement and Access

- Vehicular access to the site will be from the B1008
- Provide safe and convenient pedestrian and cycle connections
- Ensure access to the school is maintained and enhanced
- Provide a well connected internal road layout.

#### Historic and Natural Environment

- Preserve the setting of Ford End Primary School
- Retain existing trees on the boundary of the site
- Ensure a defensible landscape buffer on the sites boundaries
- Provide suitable multifunctional Green Infrastructure
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

#### Design and layout

- Character, scale and layout to have regard and respond to the site's surrounding context.

#### Site infrastructure requirements:

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Financial contributions to new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority
- Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

### Reasoned Justification

**7.324** Land south of Ford End Primary School is adjacent to the Defined Settlement of Ford End. Development is expected to be delivered from 2029/2030 onwards. It is immediately adjacent to the primary school, and within walking distance of the recreation ground and existing public transport connections.

**7.325** For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

**7.326** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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**7.327** The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. The changes in levels between the site and the B1008 needs to be given careful attention to ensure the development is not overbearing on the character of the area. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

**7.328** Ford End Primary School was designed by local architect Frank Whitmore and built in 1873, comprising a school room and masters house, with a small tower, originally with a spire. The building has architectural interest and community value and is therefore considered to be a non designated heritage asset. Development should avoid harm to its setting.

**7.329** A clear and defensible landscaped site boundary should be provided to the south and west boundary.

**7.330** Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

### Alternatives considered

**Do not allocate the site in the Local Plan.**

Other sites promoted at Ford End through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.

## Location 15 – North West Chelmsford

### **STRATEGIC GROWTH SITE POLICY 15 – LITTLE BOYTON HALL FARM EMPLOYMENT AREA**

Land to the north of Little Boyton Hall Farm Rural Employment Area as shown on the Policies Map, is allocated for new employment development. Development proposals will accord with a masterplan approved by the Council to provide:

**Amount and type of development:**

- Around 6,000sqm (net) new Use Class B2 and B8 floorspace along with other appropriate ancillary employment generating uses.

**Site development principles:**

- Vehicular access will be via the existing site access road off the A1060
- Provide safe and convenient pedestrian and cycle connections
- Provide a robust landscape buffer along the boundaries of the site
- Maximise opportunities for the provision of public transport and supporting infrastructure
- Provide suitable SuDS and flood risk management.

### Design and Layout:

- Retain and enhance existing boundary treatments including provision of new trees
- Landscape led approach to site layout which retains and enhances trees
- Provision of structural landscaping to the perimeter of the site
- Make appropriate provision for parking and safe access
- Conserve and enhance local landscape character
- Mitigate the visual impact of the development
- Provide for a mix of building sizes and styles including building design measures to soften visual impact
- Provide new and accessible open space within the site.

### Historic and Natural Environment:

- Preserve and where appropriate enhance the setting of designated heritage assets Little Boyton Hall Grade II Listed Building.

### Site infrastructure requirements:

- New and enhanced pedestrian and cycle routes
- Provide appropriate improvements, as necessary, to the existing site access road and network, local and strategic road network as required by the Local Highways and Transportation Authority
- Provide pedestrian and cycle links.

### Reasoned Justification

**7.331** This site allocation will provide employment development of around 6,000sqm of new general industrial (Use Class B2) and storage and distribution (Use Class B8) floorspace as part of an extension to the existing Little Boyton Hall Farm Rural Employment Area. Expansion of this well-established site will provide further rural inward investment opportunities and reflect the aspirations of national policy to support the sustainable growth and expansion of businesses in rural areas. Development is expected to be delivered by 2030 and will support Chelmsford's economic growth by providing new employment floorspace and jobs.

**7.332** The development of the site will be subject of a masterplan agreed with the Council prior to the submission of a planning application.

**7.333** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.334** The development will provide a mix of type and range of sizes of Use Class B2 and B8 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary B Use Classes may also be appropriate as part of the allocation.

**7.335** The development will be expected to improve connections for cycling and walking, including connections to the existing networks and providing links to the A1060 to the south.

## 7 - Where will development growth be focused?

**7.336** The Council will, in conjunction with the Local Highways and Transportation Authority and National Highways, seek appropriate works and contributions for enhancements to the local and strategic highway network including highway improvements to ensure highway safety, traffic management and to enable access to the site by sustainable and active travel modes. Suitable traffic control and calming measures will be required on the internal road network in particular where these are also public rights of way.

**7.337** The development will be expected to promote the highest standards of design to ensure that the type, size, heights, density, and massing of new development works in sympathy with the local landscape. The design and layout of proposals will need to incorporate structural and buffer landscape compensation measures including the provision of suitable buffers along the site boundaries to help soften its visual impact on the local landscape and the setting of the listed building at Little Boyton Hall. The buffer should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife site and ancient woodland (Nightingale Wood). The layout and position of buildings must be set back from the landscape buffer to ensure that there is no unacceptable visual landscape impact and to ensure no impact upon the tree buffer.

**7.338** Significant new trees planted in line with Policy DM17. The local wildlife site and Ancient Woodland (Nightingale Wood) shall be protected.

**7.339** New open space to serve the employment site will be expected to be provided on-site. This must provide a positive contribution to the quality and character of the development and be accessible to site employees. It must also be multi-functional to deliver a range of benefits, for example, enhanced biodiversity, resilience to climate change and sustainable drainage.

### Alternatives considered

#### **Do not allocate the site in the Local Plan.**

This site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to employment supply. Not considered a reasonable alternative.

## Growth Area 3 - South and East Chelmsford

**7.340** This Growth Area (see Figure 18) will deliver a high quality and comprehensively planned new Garden Community to the East of Chelmsford at Hammonds Farm (Location 16a) for 3,000 new homes and 43,000sqm of employment space. Alongside this will be a further 43,000sqm of employment space at Land adjacent to A12 at Junction 18 (Location 16b). Development is also proposed on small sites around Bicknacre and East Hanningfield. Overall this Growth Area will deliver almost 4,500 new homes, 87,200sqm of new employment floorspace, five Travelling Showpeople plots and 20 Gypsy and Traveller pitches.

**7.341** A new Garden Community to the East of Chelmsford based on Garden City Principles will be provided at Hammonds Farm. This development, east of the A12 and north of the A414 will create a sustainable new neighbourhood of 3,000 new homes and 43,000sqm of new employment floorspace to be delivered in the Local Plan period. This will be a comprehensively planned, landscape-led development centred around distinctive neighbourhoods supported by transport, new schools and early years and childcare provision,

## 7 - Where will development growth be focused?

health care, utility services and green infrastructure together with retail, community, employment and leisure uses. Provision is also made for 20 Gypsy and Traveller pitches. The wider allocation has the capacity for a further 1,500 new homes to be developed post-2041. The timing and delivery of further development would need to be considered as part of a review of this Local Plan.

**7.342** A new strategic employment site of around 43,000sqm is allocated at Land adjacent to A12 Junction 18, south of East Chelmsford Garden Community (Hammonds Farm). This will provide for a mix of employment uses including office, light industrial, general industrial and distribution uses in a sustainable location close to the strategic road network. The development will make an important contribution to the delivery of employment land and jobs in the City Council's area over the Local Plan period.

**7.343** The Garden Community at Hammonds Farm and Land adjacent to A12 Junction 18 will also maximise opportunities for enjoyment of the Green Wedge and active travel in the City Centre (cycling and walking). They will also provide enhanced bus services, enhanced connection to Sandon Park and Ride to serve eastern road corridors into the City and improvements to the Army and Navy junction.

**7.344** The Growth Area will also deliver a sustainable new development for the existing town of South Woodham Ferrers which has a good range of services and facilities, and at the Key Service Settlements of Danbury and Bicknacre, both of which have a good level of services including primary schools, early years and childcare provision, convenience shopping facilities and primary healthcare facilities. It will also deliver sustainable new development on small sites in the Service Settlement of East Hanningfield which has a primary school, employment site and community facilities making it suitable for limited scale development.

**7.345** These developments will provide opportunities to contribute to and enhance existing facilities and services. They will also offer wider benefits to the community by helping to deliver road improvements including to the A132/B1012 to the Rettendon Turnpike Junction.

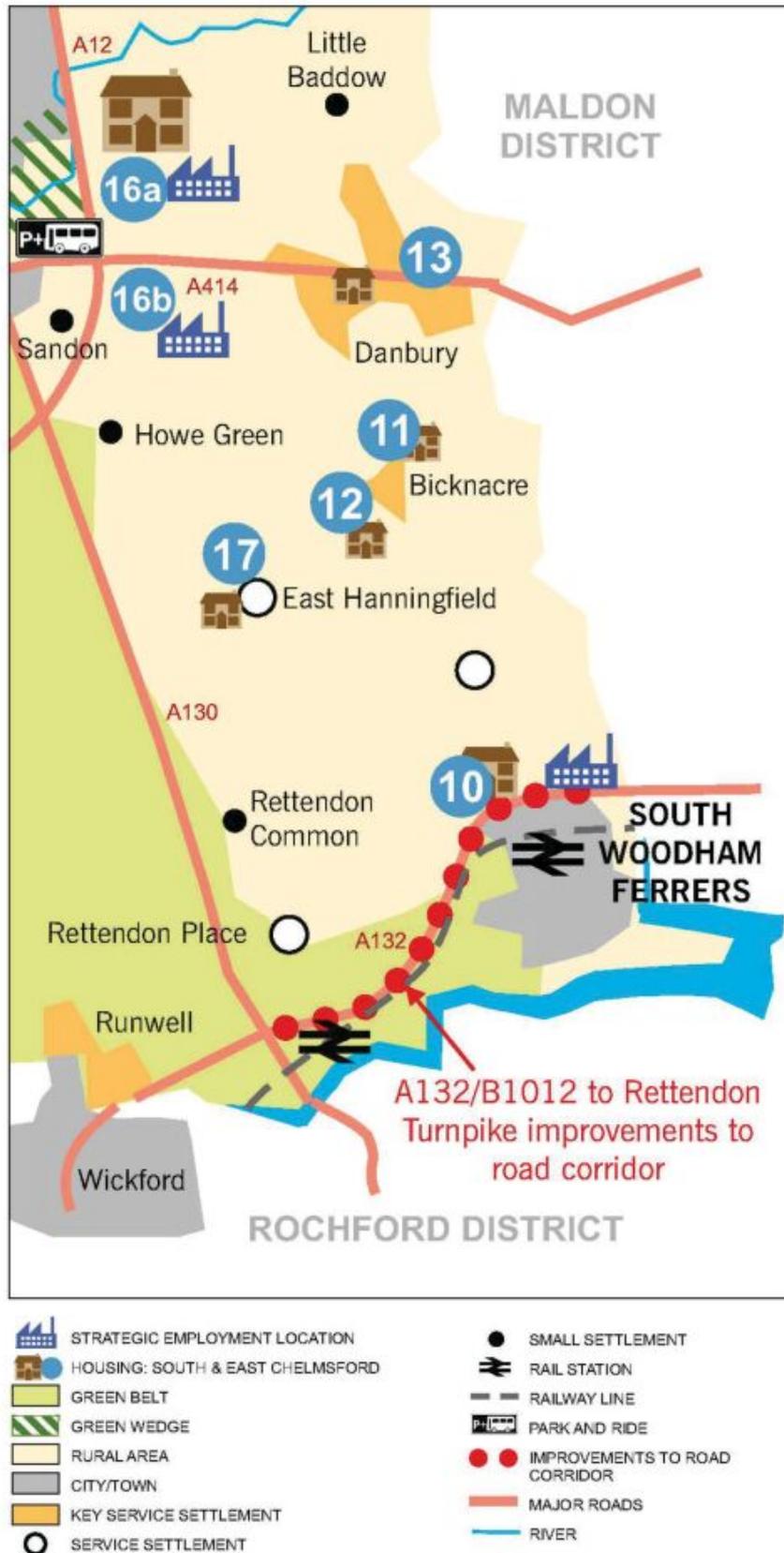
**7.346** Two sites in Bicknacre (Locations 11b and 11c) and both sites in East Hanningfield (Locations 17a and 17b) will be provided on small sites no larger than one hectare in size. Location 12 will deliver around 100 new homes within Danbury through the emerging Danbury Neighbourhood Plan. Developments in these areas will provide opportunities to contribute towards and enhance existing facilities and services of the villages.

**7.347** The Council's previously adopted Site Allocations Development Plan Document allocated the former Runwell Hospital as a Major Developed Site for housing-led development in the Green Belt (in accordance with Annex C of Planning Policy Guidance Note 2 at the time). Planning permission was granted in 2013 and the development (called St Luke's Park) is now nearly complete. The Area for the Former Runwell Hospital Major Developed Site is brought forward onto the Local Plan Policies Map.

**7.348** Development allocations in this Growth Area will also help to deliver strategic infrastructure including the Chelmsford North East Bypass.

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Figure 18 : Growth Area 3 - South and East Chelmsford



## Location 16 – East Chelmsford

**7.349** This broad location for growth, as shown on the Key Diagram (Figure 14), comprises the following two Strategic Growth Sites:

- 16a: East Chelmsford Garden Community (Hammonds Farm)
- 16b: Land adjacent to A12 Junction 18 (Employment Site)

### **STRATEGIC GROWTH SITE POLICY 16a – EAST CHELMSFORD GARDEN COMMUNITY (HAMMONDS FARM)**

East Chelmsford Garden Community comprises of land at Hammonds Farm. It is located to the east of the A12, north of the A414 Maldon Road, as shown on the Policies Map. The site is allocated for a high quality comprehensively planned new sustainable Garden Community that will provide a significant amount of new housing and employment development, and maximise opportunities for active and sustainable travel, in a landscape-led setting following TCPA Garden City Principles. Development proposals will accord with a masterplan approved by the Council to provide:

**Amount and type of development:**

- Around 3,000 new homes of mixed size and type to include affordable housing and specialist residential accommodation in the period to 2041. The allocated site is able provide a further 1,500 new homes in the period beyond 2041. The final amount of new homes will be confirmed through the masterplanning and planning application process
- Around 43,000 sqm of dedicated employment floorspace
- Two Gypsy and Traveller sites, each for 10 serviced pitches.

**Supporting on-site development:**

- A new Country Park
- New mixed use centres incorporating provision for convenience food and other retail, community uses, flexible employment and healthcare provision and opportunities for similar small non-residential uses throughout the development
- Provision of a new all-through school (including primary with co-located early years, secondary and potential for a sixth form centre)
- Provision of two further new primary schools with co-located early years and childcare nurseries
- Provision of three new stand-alone early years and childcare nurseries
- Appropriate provision of community space and significant new multi-functional green infrastructure.

### Site masterplanning principles:

#### Movement and Access

- Main vehicular access to the site will be from a new junction on the A414 Maldon Road which will need to take account of new access to the employment site 16b - Land Adjacent to Junction 18 of the A12
- Additional access to the site will be from Junction 19 of the A12 (Boreham Interchange), to include a new multi-modal vehicular bridge over the River Chelmer/Chelmer with measures to deter use as a through-route
- Provide well-connected internal road layouts which allow good accessibility for bus services and bus priority measures
- Provide an effective movement strategy within the site
- Provide and enhance pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer East Green Wedge, existing education locations, Chelmsford City Centre, Danbury, Little Baddow and Sandon, Beaulieu Park Rail Station, and existing and proposed employment locations
- Provide a dedicated car club for residents and businesses on site
- Provide safe multi-user access routes under and over the A12
- Provide a new active and sustainable route and bridge over the A12 to connect to Sandon Park and Ride
- Measures to enable travel by active and sustainable modes that offer travel choice for people by non-car modes including a network of mobility hubs, to enable a 60% share for active and sustainable transport modes
- Provide Bus Based Rapid Transit infrastructure
- Improvements to the local and strategic road network as required by the Local Highways and Transportation Authority and National Highways to include necessary improvements to Junctions 18 and 19 of the A12, A414 and route enhancements to A1060 (Maldon Road) and A1114 (Essex Yeomanry Way)
- Traffic calming measures on Church Road and Hammonds Road.

#### Historic and Natural Environment

- Provide a network of green and blue infrastructure and reinstate historic landscape features to mitigate the visual, biodiversity and heritage impacts of the development
- Preserve or enhance the character or appearance of the Chelmer and Blackwater Navigation Conservation Area and its setting, including landscape enhancement works to mitigate harm
- Preserve or enhance the setting of Boreham and Danbury Conservation Areas
- Preserve and where appropriate enhance the listed buildings and structures and their settings including Cuton, Stonhams and Little Baddow Locks, Hammonds Farmhouse, Phillows Farmhouse, The Congregational Chapel and Manse, Yew Tree Cottage, St Mary's Church, Little Baddow Hall, Boreham House, Generals, Water Hall, St Johns the Baptist Church Danbury, Little Graces, and Great Graces group of listed buildings
- Protect the setting of Danbury Park, Riffhams and Boreham Houses Registered Park and Gardens

- **Protect and celebrate landmark views, including those to Danbury, Little Baddow and Sandon Churches**
- **Retain the significance of Hurrells Lane, Church Lane, Chapel Lane and New Lodge Chase Protected Lanes**
- **Retain and enhance Graces Walk**
- **Conserve and enhance biodiversity and avoid adverse effects on the River Chelmer, and Old Hare Wood local wildlife sites, Waterhall Meadows Essex Wildlife Trust Nature Reserve, and Long Spring Wood and Hall Wood ancient woodlands, and Blakes Wood and Lingwood Common SSSI**
- **Deliver heritage trails incorporating interpretation, public art, play trails and viewing corridors**
- **Provide suitable SuDs and flood risk management**
- **Undertake a Minerals Resource Assessment**
- **Undertake a Waste Infrastructure Impact Assessment**
- **Appropriate habitat mitigation and creation**
- **Undertake an Archaeological Assessment and conserve existing archaeological features**
- **Provide a minimum of 20% biodiversity net gain above the ecological baseline and in accordance with Policy DM16.**

### **Design and Layout**

- **Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct and varied character**
- **Layout to provide a coherent network of public open space, formal and informal sport, recreation and community space within the site**
- **Integrate existing archaeological, historic and landscape features into development and reinstate lost historic features**
- **Site-wide design principles to be approved through the masterplanning process, followed by the preparation and submission of Detailed Design Codes for approval through the planning application process.**

### **Site infrastructure requirements:**

- **Land (circa 12 hectares) for a co-located primary and secondary school (Use Class F1(a)) with early years and childcare nursery (Use Class E(f)), and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Land (circa 2.1 hectares each) for two co-located primary schools (Use Class F1(a)) each with early years and childcare nursery (Use Class E(f)) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Land (circa 0.26 hectares each) for three stand-alone early years and childcare nursery (Use Class E(f)D1) and the total cost of physical scheme provision with delivery through the Local Education Authority**
- **Financial contributions to the delivery of the Chelmsford North East Bypass (CNEB)**
- **Appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority**

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- **Appropriate measures to promote and enhance sustainable modes of transport including Bus Based Rapid Transit infrastructure, safe multi-user access routes under and over the A12, and a new active and sustainable route and bridge over the A12 to connect to Sandon Park and Ride**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Provide and/or financial contributions to healthcare provision as required by the NHS Mid and South Essex Integrated Care Board**
- **Provision of and financial contribution to facilitate and sustain car club facilities for residents and businesses with the site and for the use of the wider community**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Provide a new Country Park with delivery mechanism to provide for its long-term management and maintenance**
- **New multi-functional green infrastructure including public open space, formal and informal recreation, outdoor sports facilities and allotments**
- **Appropriate flood risk management measures and SuDS.**

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

### **Stewardship:**

- **Establish a robust and sustainable site-wide stewardship vehicle and governance early on in the planning and delivery process**
- **A Stewardship Statement to accompany the Masterplan providing full details of a) the governance structure and methods of funding of the proposed stewardship vehicle, b) public spaces and community assets to be owned, managed and maintained by the proposed stewardship vehicle and c) an indicative programme for the establishment and operation of the proposed stewardship vehicle**
- **A Stewardship Strategy to be provided as part of the planning application process to include a) a robust governance strategy of the chosen stewardship vehicle, b) a full Business Plan for the chosen stewardship vehicle and c) arrangements for maintenance, management and monitoring of public spaces and community assets.**

### **Reasoned Justification**

**7.350** The boundary of this Strategic Growth Site allocation is defined on the Policies Map and comprises the following notations:

- New Garden Community for major housing and employment development
- Proposed Country Park
- Areas for SUDS, biodiversity and recreation
- New bridges

**7.351** The site lies around 4km to the east of Chelmsford City Centre with new infrastructure proposed to provide opportunities to increase connectivity through active and sustainable modes of transport to provide safe and convenient routes to key destinations by maximising the use of the Chelmer East Green Wedge.

**7.352** The development will provide a large sustainable community for around 4,500 new homes and 43,000 sqm of dedicated employment floorspace, and a new Country Park. 3,000 of the new homes will be delivered in the period to 2041. The total extent of the site allocated is shown on the Policies Map and the entire development is expected to be delivered between 2029 and 2048.

**7.353** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

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

**7.355** The site allocation is to be planned comprehensively in accordance with a masterplan approved by the City Council. This will include community and stakeholder involvement in the formulation of the masterplan, which will be required to set out how the TCPA Garden City Principles are to be achieved, and adapted for the special characteristics and features of this particular site.

**7.356** The establishment of a robust and sustainable stewardship structure early in the planning and delivery process forms a key requirement of the development establishing a consistent approach to stewardship and place keeping across this new Garden Community. The expectation is that the local community would have a defined remit in stewardship across the whole Garden Community area to foster collaboration, create accountability, provide consistency and ensure resident engagement. A single not-for-profit site-wide Stewardship Body would be formed to work in partnership with the community to provide a co-ordinating role to stewardship, place making and community development and to deliver the vision for the Garden Community. The Stewardship Body activities is expected to be funded through a blend of income generating assets and endowment. If resident service charges are required these should be minimised and capped.

## 7 - Where will development growth be focused?

**7.357** A formal governance structure will be established with oversight for the whole Garden Community to ensure appropriate common collaborative arrangements are put in place.

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

**7.359** As this is a Strategic Growth Site and in order to achieve a mixed and balanced new community, the development will be required to provide two Gypsy and Traveller sites, each for 10 pitches, within the Strategic Growth Site allocation, as shown on the Policies Map. The location of the sites will be determined through the masterplanning process. These sites will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that the sites will be delivered through a comprehensive approach, such as with a Registered Housing Provider.

**7.360** The development will be required to provide around 43,000 sqm of dedicated employment. This is expected to contribute significantly to the City's economic growth by providing a mix of opportunities for accommodation for medium and large-sized businesses. It is expected that for every new home a new job should be created on site.

**7.361** This site allocation will support Chelmsford's economic growth by providing new employment floorspace and jobs. Locations for office, employment and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining Chelmsford Urban Area. The development should provide a mix of type and range of sizes of Use Class E(g)(i)-(iii) employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary E Use Classes may also be appropriate as part of the allocation.

**7.362** A wide range of new community services and facilities including a new all-through school (including primary with co-located early years, secondary and potentially a sixth form centre), two new primary schools with co-located early years and three standalone nurseries, open spaces, recreation, sport and play facilities, community facilities and mixed use centres will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing and planned neighbourhoods in the East Chelmsford Garden Community. The centres will need to make provision for community and healthcare facilities, as required by the NHS Mid and South Essex Integrated Care Board, and a main unit for convenience food shopping not exceeding 500sqm gross floorspace. The planning and design of development is required to encourage healthy and active lifestyle, in line with Sport England and Public Health England's Active Design guidance.

**7.363** The all-through school campus should be provided a site of around 12 hectares of land. The developer will be expected to provide the education land and total cost of the physical education scheme provision with delivery through the Local Education Authority.

## 7 - Where will development growth be focused?

Opportunities for dual use sports facilities within the new secondary school will be considered through the masterplan process and will be secured in conjunction with the Local Education Authority through the planning application process. Consideration should be given to Essex School Organisation Service's 'Garden Communities and Planning School Places' to ensure schools are appropriately planned and laid out to serve the Garden Community.

**7.364** The development will take its main vehicular access from the A414 Maldon Road. Additional access to the site will be from Junction 19 Boreham Interchange. This is expected to be primarily for active and sustainable travel connections. The Council will, in conjunction with the Highway and Transportation Authority and National Highways, seek appropriate contributions for enhancements to the local and strategic highway network including financial contributions towards the Chelmsford North East Bypass, and highway improvements to ensure highway safety, capacity and traffic management and to enable safe access to the site by active and sustainable modes. As a minimum these will be expected to include:

- Bus Based Rapid Transit infrastructure
- Safe multi-user access routes under and over the A12
- A new active and sustainable route and bridge over the A12 to connect to Sandon Park and Ride.

**7.365** The development will be expected to provide additional and improved pedestrian, cycle and where appropriate bridleway connections within the site and to the wider area including the Chelmer East Green Wedge, existing education locations, Chelmsford City Centre, Danbury and Sandon, Beaulieu Park Rail Station, existing and proposed employment locations, new Country Park, surrounding countryside and wider strategic network.

**7.366** Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices, and demonstrate a 60% modal share for active and sustainable transport. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The development will be large enough to support its own car club and there will be alternative means of sustainable transport available to residents to complement it.

**7.367** The development will be required to maximise opportunities for sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be required to provide good accessibility for bus services, including bus stop infrastructure as appropriate, along with bus priority measures within and related to the site to provide and maintain a quick and convenient local bus service and services to the wider area including Chelmsford City Centre. A network of mobility hubs will be provided across the Garden Community; these will allow for the interchange between active modes of travel and bus services and 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 charging and bus stops.

**7.368** The development will also be required to provide an appropriate Bus Based Rapid Transit. This should be a direct, frequent bus service that will connect the new development with the City Centre and Chelmsford and Beaulieu Park Rail Stations. It is critical for enabling

## 7 - Where will development growth be focused?

local, frequent travel without reliance on the private car. The masterplan should provide a choice of unimpeded route corridors within the developed area, able to carry rapid transit bus services and enable convenient connections between residential areas, employment areas, Beaulieu Park Rail Station and Chelmsford City Centre. Essex County Council will work with the developers to determine a preferred-route corridor through the development to serve residents and key locations.

**7.369** The site will provide a high quality development in a landscaped setting which works in sympathy with the local landscape and heritage assets. This should be informed by landscape and heritage evidence, including the 2017 Landscape Sensitivity and Capacity Assessment and the Historic Environment Characterisation Project. The development must promote the highest standards of design and provide high quality and inclusively designed buildings and public and private spaces planned around a coherent framework of routes, blocks and spaces.

**7.370** Two tiers of design guidance will be expected to be followed - Site Wide Principles (informative) and the Detailed Design Codes (prescriptive). The Site Wide Design Principles will outline the aspects of spatial co-ordination between the different zones and development parcels and accompany the Strategic Parameter Plans which should accompany the Masterplan. The preparation and submission of Detailed Design Codes (DDC) for approval will be a condition of subsequent planning applications. The DDC's will vary in their extent, tailored to the circumstances and scale of change in each place, allowing a suitable degree of variety but will be consistent in their objectives and in how they stipulate design quality, following a consistent structure and format as set out in the Masterplan documents. Development will follow a carefully design coded approach within which context it may be considered appropriate to remove permitted development rights.

**7.371** Layout should incorporate compensation measures for impacts from the development on the landscape, preserve the setting of heritage assets and create a distinct new place. Compensation measures will include appropriate landscaped edges, tree and hedge planting along countryside edges and green buffers to respect the amenities of adjoining residential properties. The site plays an important role in the rural setting to a number of designated and non-designated heritage assets in the wider area. There are also significant views to Danbury and Little Baddow Churches. It will be important to ensure the impacts on settings' is adequately mitigated, with landscape extensive buffers in appropriate locations. This should include the creation of viewing corridors to historic landmarks. Historic lanes, field boundaries and Graces Walk avenue are an important feature of the context, which should be retained and enhanced. There will be significant impacts on the setting of the Chelmer and Blackwater Navigation due to the change from a rural to urban context, it will be important to mitigate these impacts and provide landscape enhancement as part of a scheme of compensatory measures. Heritage interpretation should play a reinforcing local character and promote heritage.

**7.372** The site includes an area of flood risk. It is expected that a significant portion of this area will form open space with the precise boundaries to be decided through the masterplanning process. The site layout should also positively use existing topographical, heritage, ecological and landscape site features such as established vegetation and water bodies. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford.

## 7 - Where will development growth be focused?

**7.373** Development design and layout is expected to preserve or enhance the character or appearance of the Chelmer and Blackwater Navigation Conservation Area and preserve the listed buildings and their setting on and close to the site. The masterplan process will establish the detailed preservation and enhancement principles for this site.

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

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

**7.376** At least half the gross site area is expected to be multi-functional green or blue infrastructure. This will include open spaces, habitat creation, allotments and sports areas with associated facilities and play facilities, as well as maximising opportunities for river use in accordance with the Council's Waterways Strategy. This should include foot and cycle bridges over the river to create connectivity each side of the river. The new Country Park will be expected to retain and improve habitats for wildlife and provide new and enhanced recreational opportunities, including the waterways. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park will also be required. Given the scale of the Garden Communities, the opportunity exists for these developments to achieve 20% biodiversity net gain. Development proposals will be considered in line with DM16.

**7.377** The development will be required to provide appropriate habitat mitigation and creation, and appropriate buffers to avoid adverse impact on the adjacent local wildlife sites River Chelmer and Old Hare Wood, Waterhall Meadows Essex Wildlife Trust Nature Reserve, the ancient woodlands of Long Spring Wood and Hall Wood, and Blakes Wood and Lingwood Common SSSI, which lie within or immediately adjacent to the site.

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

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

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

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

## 7 - Where will development growth be focused?

**7.382** The site is in close proximity to the Chelmsford Waste Water Treatment plant where odour may impact part of the site area. As a result, a Waste Infrastructure Impact Assessment should be undertaken.

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

**7.384** The site is located partly in the Parish of Sandon and partly within the Parish of Little Baddow. Each Parish has a 'made' (adopted) Neighbourhood Plan. Development proposals should have regard to the Sandon Neighbourhood Plan and Little Baddow Neighbourhood Plan. Each Parish will receive 25% of the CIL receipt for the portion of the allocation and any other development in its area.

### **Alternatives considered**

#### **Do not allocate the site in the Local Plan.**

This site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

### **STRATEGIC GROWTH SITE 16B – LAND ADJACENT TO A12 JUNCTION 18 EMPLOYMENT AREA**

Land adjacent to A12 Junction 18 as shown on the Policies Map, is allocated for new employment development. Development proposals will accord with a masterplan approved by the Council to provide:

#### **Amount and type of development:**

- Around 43,000sqm (net) for a mix of employment Use Classes E(g)(i-iii), B2 and B8 along with other appropriate ancillary employment generating uses.

#### **Site masterplanning principles:**

##### **Movement and access**

- Main vehicular access to the site will be from a new junction at Maldon Road
- Provide access to the site in a manner that complements and does not prejudice access to East Chelmsford Garden Community (Hammonds Farm)
- A Movement Strategy outlining the necessary transport interventions
- Provide well-connected and integrated internal road layouts which allow good accessibility for bus services and bus priority measures
- Provide safe and convenient pedestrian and cycle connections within the site and to the wider area including to local bus stops, Sandon Park and Ride, East Chelmsford Garden Community (Hammonds Farm) and Danbury
- Maximise the use of public transport within the site and to key destinations
- Provide safe multi-user crossings of the A414.

##### **Historic and natural environment**

- Preserve or enhance the character or appearance of Danbury Conservation Area

- **Preserve and where appropriate enhance the setting of designated heritage assets including St John the Baptist, Danbury Registered Park and Garden, Sandon Lodge, Bridge Farmhouse, and the Bridge over Sandon Brook**
- **Avoid harm to non-designated heritage assets including Sandon Brook Place**
- **Protect important views into and through the site from across the Chelmer Valley**
- **Create a network of multifunctional green infrastructure including provision of new trees**
- **Mitigate the visual impact of the development**
- **Provide an extensive and robust landscape buffer along the boundaries of the site**
- **Retain and enhance boundary trees as part of a detailed landscaping scheme, except where there is a need to provide the main site access from Maldon Road**
- **Provide suitable SuDs and flood risk management**
- **Minerals Resource Assessment.**

### **Design and layout**

- **Avoid ecological impacts and provide on site ecological mitigation, compensation and enhancement measures**
- **Landscape led approach to site layout which retains and enhances trees, both within the site and along its boundaries**
- **Ensure no adverse impact on the living conditions of existing adjoining residential development**
- **Provide suitable noise attenuation measures to avoid harm to surrounding residential amenity**
- **Make appropriate provision for parking and access**
- **Conserve and enhance local landscape character**
- **Provide for a mix of building sizes and styles including building design measures to soften visual impact**
- **Provide a coherent network of new and accessible open space within the site**
- **Provide new sport, leisure and recreation facilities within the site.**

### **Site infrastructure requirements:**

- **Provide pedestrian and cycle links to Sandon Park and Ride and to the east of the site, and routes associated with the East of Chelmsford allocations including East Chelmsford Garden Community (Hammonds Farm)**
- **Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority and National Highways**
- **Financial contributions to the delivery of the Chelmsford North East Bypass (CNEB)**
- **Appropriate provision for safe access, including for pedestrians and cyclists to the farm complex to the south**
- **Flood Risk Assessment**
- **A Waste Infrastructure Assessment.**

## 7 - Where will development growth be focused?

### **Reasoned Justification**

**7.385** This site allocation will provide a strategic development of around 43,000sqm of mixed employment floorspace in Use Classes E(g)(i-iii), B2 and B8. Development is expected to be delivered by 2030 and will support Chelmsford's economic growth by providing significant new employment floorspace and jobs.

**7.386** The development of the site will be subject of a masterplan agreed with the Council prior to the submission of a planning application.

**7.387** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.388** The site lies just east of Junction 18 of the A12 and to the south of Maldon Road. It will be located adjacent to the proposed East Chelmsford Garden Community (Hammonds Farm) and close to the existing Urban Area of Chelmsford. It has good access to the strategic road network via the A414 to the A12 and is close to the Sandon Park & Ride.

**7.389** The development will provide a mix of type and range of sizes of office, storage, and distribution floorspace in Use Classes E(g)(i-iii), B2 and B8 employment units to help Chelmsford accommodate the predicted growth in economic development and identified need for new jobs which include the business sectors identified in Policy S8. To ensure flexibility and market responsiveness, other complementary employment generating uses and services may also be appropriate as part of the allocation, such as co-working space/café, early years and childcare nursery, small retail use and roadside facilities within a landscaped and attractive setting. These uses must be ancillary to the main employment use of the site and not destination locations in their own right.

**7.390** The development will be expected to improve connections for sustainable transport, cycling and walking, including connections into the existing networks and links to Sandon Park & Ride, Sandon Village, Chelmsford Urban Area and Danbury. The development will be expected to provide suitable safe vehicular access and active and sustainable transport, including pedestrian and cycle provision to link the site to new developments East of Chelmsford including East Chelmsford Garden Community (Hammonds Farm).

**7.391** A business travel plan will be required to encourage the use of active and sustainable means of travel for all new employees, to reduce the need to travel and encourage the use of non-car modes. Consideration should be given to a reduction in staff parking, against measures that promote more sustainable travel and the proximity of the Park & Ride. Onsite parking should be appropriately integrated into the site and balanced with robust landscaping.

**7.392** The development will be required to provide good accessibility for bus services including bus priority measures and provide the necessary bus stop infrastructure within the site and surrounding area.

**7.393** The Council will, in conjunction with the Local Highway and Transportation Authority and National Highways, seek appropriate contributions for enhancements to the local and strategic highway network including financial contributions towards the Chelmsford North East Bypass, and highway improvements to ensure highway safety, capacity and traffic management and to enable safe access to the site by active and sustainable modes.

## 7 - Where will development growth be focused?

**7.394** The development will be expected to promote the highest standards of design to ensure that the type, size, form, height, scale, density, massing, materials and colour palette of the new development minimises its visual impact on the local landscape. The layout and position of buildings must avoid large-scale buildings near to the southern and south-eastern parts of the site and be set back from landscape buffers to ensure that there is no unacceptable visual, landscape and heritage impact and to ensure no impact upon tree buffers.

**7.395** The design and layout of proposals will also need to incorporate structural and buffer landscaping throughout the site and to its boundaries, ensure the retention and enhancement of existing vegetation within the site and provide landscape compensation measures. Landscape buffers should incorporate tree planting as well as other biodiversity enhancements and should seek to make linkages to the nearby local wildlife sites to the south and east.

**7.396** The site lies within the wider setting of a number of heritage assets. The rural character of the context contributes to their settings and it is essential that impacts on key views are avoided or mitigated, including towards St Johns Church and from Danbury Registered Park and Garden. Extensive structural landscaping will be required to mitigate the impact on setting to the south and southeastern parts of the site.

**7.397** Ecological assets on the site shall be maintained and enhanced and significant new trees planted in line with Policy DM17. The existing tree belts on the northern and western boundaries shall be maintained and enhanced, except where there is a need to provide the main site access from Maldon Road. Trees which need to be removed to enable access to be provided, shall be kept to the minimum needed to provide necessary visibility, and will be required to be replaced on-site. The local wildlife sites Old Hare Wood to the north east and Sandon Pit to the south shall be protected. The design scheme should enhance and protect Sandon Brook, which runs along the eastern boundary of the site, and which is important for biodiversity.

**7.398** An authorised caravan site lies directly to the east of the site and a small enclave of development sits on the north side of the road. The development will be expected to provide suitable measures to ensure that the amenity of those residents is not adversely affected such as noise attenuation measures and boundary screening.

**7.399** New open space, sports, leisure and recreation facilities to serve the employment site will be expected to be provided on-site. Open space should be provided in an integrated and coherent manner, provide a positive contribution to the quality and character of the development and be accessible to site employees. Open space must also be multi-functional to deliver a range of benefits, for example, enhanced biodiversity, resilience to climate change and sustainable drainage. Requirements for on-site sport, leisure and recreation facilities for employees will be informed by the latest Chelmsford Open Space, Sports and Recreational Facilities Study and Sports Facilities Strategy at the time of application.

**7.400** Part of the site is located within Flood Zone 2 and 3 and as such a flood risk assessment will be required and SuDs provided in accordance with Policy DM18.

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

## 7 - Where will development growth be focused?

**7.402** Given its proximity to Sandon Quarry, a Waste Infrastructure Assessment will be required to ensure that the continued and future operation of the Quarry's waste infrastructure would not be compromised. The site may contain archaeological deposits which will need to be considered in future development proposals, through an archaeological evaluation.

**7.403** The site is located in the Parish of Sandon where a Neighbourhood Plan has been made (adopted). Development proposals should have regard to the Sandon Neighbourhood Plan. This Parish will receive 25% of the CIL receipt for this development.

### Alternatives considered

#### **Do not allocate the site in the Local Plan.**

This site allocation represents a sustainable development allocation. There are no overriding constraints that would hinder the delivery of the site which will contribute to employment supply. Not considered a reasonable alternative.

#### **Alternative allocation of Land at Howe Green (around Junction 17 of the A12).**

This has been discounted as it is not considered suitable or deliverable for new employment development. This is supported by the Plan evidence base. Not considered a reasonable alternative.

## Location 10 - North of South Woodham Ferrers

### **STRATEGIC GROWTH SITE POLICY 10 – NORTH OF SOUTH WOODHAM FERRERS**

Land to the north of Burnham Road (B1012) and east and west of the B1418, as shown on the Policies Map, is allocated for a high quality comprehensively-planned sustainable extension to the existing town, that maximises opportunities for sustainable travel, in a landscaped setting. Development proposals will accord with a masterplan approved by the Council to provide:

#### **Amount and type of development:**

- 1,220 new homes of mixed size and type to include affordable housing
- Travelling Showpeople site for 5 serviced plots
- 1,200sqm of business floorspace
- 1,900sqm of convenience retail floorspace (already delivered).

#### **Supporting on-site development:**

- Potential co-location of a new primary school with an early years and childcare nursery, and one stand-alone early years and childcare nursery; or two new stand-alone early years and childcare nurseries
- Neighbourhood Centre incorporating community and healthcare provision
- Flexible neighbourhood scale business (1,200sqm)
- Integration of flexible workspace facilities.

### Site masterplanning principles:

#### Movement and access

- Development that maximises opportunities for active and sustainable travel
- Main vehicular access to the western and central parcels will be from the B1418 with potential for additional access from Burnham Road subject to traffic management measures being agreed by the Local Highways and Transportation Authority
- Vehicular access to the eastern parcel will be from Burnham Road and/or Woodham Road
- Provide a well-connected internal road layout which allows good accessibility for bus services and bus priority measures
- Provide new public transport routes/services
- Provide an effective movement strategy within the site
- Provide additional and/or improved pedestrian and cycle connections to the Town Centre and railway station
- Provide high quality circular routes or connections to the wider Public Rights of Way network located away from the Crouch estuary
- Provide a dedicated car club for residents and businesses on site and available to the rest of South Woodham Ferrers
- Improvements to the local and strategic road network as required by the Local Highways and Transportation Authority.

#### Historic and natural environment

- Preserve and where appropriate enhance the setting of the listed buildings at Edwins Hall, Shaws Farmhouse, Tabrums, Wellington Farmhouse and Barn and Ilgars and the non-designated asset Hambert's Farm
- An appropriate landscaped setting for development consisting of sufficiently dense planting belts and natural buffers to development edges and Local Wildlife Sites, to provide a network of green infrastructure to mitigate the visual, biodiversity and heritage impacts of the development
- Mitigate potential effects due to recreational pressure on nearby designated European sites
- Provide areas for natural SuDS and flood risk management Undertake an Archaeological Assessment.

#### Design and layout

- Development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct character
- Development shall predominantly be defined by and seek to retain the existing pattern of historic and landscape features
- Layout to be defined by a coherent network of wide green spaces to include formal and informal sport, recreation and community space that is well-connected to Public Rights of Way
- Where they must remain, the layout should make positive use of utility easements, such as electricity powerlines and gas main.

## 7 - Where will development growth be focused?

### Site infrastructure requirements:

- **Potential co-location of a new primary school (Use Class F1(a) with an early years and childcare nursery (min 2.1 hectares) (Use Class E(f)) and one stand-alone early years and childcare nursery (circa 0.13 hectares); or two new stand-alone early years and childcare nurseries (circa 0.13 hectares each). The developer will be expected to provide the land and total cost of physical scheme provision with delivery through the Local Education Authority**
- **Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority**
- **Appropriate measures to promote and enhance active and sustainable modes of transport**
- **New and enhanced cycle routes, footpaths, Public Rights of Way and bridleways where appropriate**
- **Capacity improvements to the A132 between Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements**
- **Multi-user crossings of the B1012 in South Woodham Ferrers**
- **Appropriate flood risk management measures and SuDS**
- **Undertake a project-level Habitats Regulations Assessment to address the impacts other than recreational disturbance**
- **Provision of and financial contribution to facilitate and sustain car club facilities for residents and businesses within the site and for the use of the wider community**
- **Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities**
- **Financial contributions to secondary education as required by the Local Education Authority**
- **Financial contributions and/or onsite provision of other community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.**

### Reasoned Justification

**7.404** This development to the north of South Woodham Ferrers will provide a sustainable extension. The site has resolution to grant planning permission subject to a S106 Agreement for 1,220 new homes across two parcels (Ref: 21/01961/OUT and 22/00311/OUT) along with a neighbourhood centre, up to 1,200sqm of business floorspace, primary school and early years provision, and five Travelling Showpeople's plots. This number is reflected in the 5 year Housing Sites Schedule April 2023. If this permission is not implemented and a new proposal comes forward, the site capacity will be considered on its individual merit. Development is expected to be delivered between 2026 and 2034. The allocation represents a logical area of expansion to South Woodham Ferrers and is less constrained than other land around the existing settlement where the River Crouch and its protection areas, flood risk and Green Belt considerations would prevent a similar approach to development. It will maximise opportunities for sustainable travel in a landscaped setting.

**7.405** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

## 7 - Where will development growth be focused?

**7.406** Planning permission for a supermarket and healthcare facility to the north of South Woodham Ferrers has been granted and implemented. As such there is no need for any further large-scale retail development, but further consideration would need to be given to local healthcare provision.

**7.407** Although the development quantum and extent of the allocation is set out in the Local Plan, the adopted Neighbourhood Plan for South Woodham Ferrers will help to shape this site allocation. Through the 'made' (adopted) Neighbourhood Plan, South Woodham Ferrers Town Council will also receive 25% of the CIL receipt for this development and any others in its area.

**7.408** Affordable, self-build, custom-build housing, as well as other types of specialist housing should be provided in accordance with the Council's policy requirements, to meet local needs and create a mixed and inclusive community. This could include accommodation for frail elderly and homes for those with a disability or support needs. This provision should be based on the latest assessment of need and in consultation with Essex County Council. Opportunities should be taken to include flexible units for integrated residential and commercial uses, to enhance sustainable and economic growth.

**7.409** In order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 5 plots. This site will be serviced i.e. provided with services such as water, waste disposal and electricity. It is expected that 0.2 hectares per plot should be provided. Easy and convenient access to the site for heavy goods vehicles is essential. The location of the Travelling Showpeople site will be addressed through the wider masterplanning process for the site.

**7.410** A range of new community services and facilities including a potential new primary school, two early years and childcare nurseries, healthcare, open space, recreation facilities and neighbourhood centre will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development and existing neighbourhood.

**7.411** Locations for business, retail and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining town. The planning and design of development is required to encourage healthy and active lifestyles, in line with Sport England and Public Health England's Active Design guidance.

**7.412** The land to the north of the Town is predominantly open, save for field boundaries, and offers views across an undulating landscape form. The development extents should be limited to areas within the site with lower topography and/or where excessive visibility can be mitigated. Given the open context, the character of the development must exhibit a sufficiently open and green character, with greenways and open spaces within the layout and appropriate buffer and strategic landscaping to the outer margins, to respect the historic landscape character. The development must seek to preserve key wildlife connections and offer sufficient density and connectivity of green infrastructure to provide protection for wildlife and where necessary compensate for the impact on wildlife that occurs from development. This will include offering adequate protection of the Local Wildlife Site at Bushy Hill and other sensitive areas within and outside the site. The site will provide a high quality development in a landscaped setting.

## 7 - Where will development growth be focused?

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

**7.414** The southern edge of the site is around 500m from South Woodham Ferrers railway station and associated businesses, and just over 1km from the Town Centre and secondary school. South Woodham Ferrers has a wide range of facilities including medical, leisure, retail, library and business areas spread throughout the Town area.

**7.415** The development must provide access by walking, cycling and public transport to facilities and services within the development itself and the wider area including the railway station, town centre, and schools. This must include safe crossing points at Burnham Road to enable seamless integration with the existing settlement.

**7.416** There will be no vehicular access from the site to Edwins Hall Road due to the characteristics and attributes of that route. Due to existing features such as roads and land topography, it is likely that development will come forward within western, central and eastern parcels. Each parcel must benefit from suitable foot, cycle, public transport and private vehicle access to the existing public network and an appropriate interconnectivity between parcels must be achieved. This is expected to include new north/south – east/west cycle routing through the overall site. Bus stop infrastructure should be provided, along with bus priority measures within and related to the site to provide and maintain quick and convenient local bus services to the wider area including Wickford Town Centre/Railway Station and Chelmsford City Centre.

**7.417** Site-wide travel plan(s) will be expected to incorporate strategic measures which reduce the need to travel and encourage people to make sustainable travel choices. Household travel plans will tailor those strategies to households and will include limited-term access to subsidised bus services and access to car clubs. Provision of a car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The existing neighbourhood provides a wider customer base for a sustainable car club operation.

**7.418** Impacts from development on the local and strategic road network must be mitigated, and may include appropriate highway improvements along Burnham Road, the roundabout junctions at the B1418, Ferrers Road and Rettendon Turnpike, and the A132 and local junctions between the Town and the A130, in line with Local Highways and Transportation Authority requirements. Impacts of development from within and to the adjoining areas including Basildon, Rochford and Maldon District will be part of this consideration.

**7.419** Any improvements to the existing highway required to mitigate the impact of development from this Strategic Growth Site, will be primarily focused on junction enhancements, such as to the A132/B1012 Rettendon Turnpike, in order to improve the flow of traffic onto the strategic road network. These should not encourage through-traffic movements to use the local road network through neighbouring settlements such as Runwell and Wickford. The road network to the south of the Council's area, is also proposed for improvement by the Local Highways and Transportation Authority including the A130, A127 and A13 corridors. These include the A127/A130 Fairglen Interchange improvement scheme. Where appropriate, off-site mitigation of this Strategic Growth Site should complement other

## 7 - Where will development growth be focused?

relevant Local Highways and Transportation Authority schemes to help ensure the strategic road network provides the most attractive route for through-traffic.

**7.420** This site is near the Crouch and Roach Estuaries Special Protection Area, Ramsar site and Site of Special Scientific Interest which lie to the south of the town. These sites are particularly sensitive to increased visitor pressure, which may be caused by residential development in the surrounding area including to the north of the Town, so measures that increase the recreation choice for residents away from the estuary, or which help mitigate impacts where the estuary is used for recreation, must form an integral part of the development proposals. Impacts of development in the adjoining Maldon District and other areas also need to be part of this consideration.

**7.421** Due to the proximity of the site to the Crouch and Roach Estuary SPA and Ramsar site, there is a need for a project level Habitats Regulations Assessment (HRA) to address the impacts other than recreational disturbance.

**7.422** Whilst there are no heritage assets within the site boundary, there are a number of listed buildings and a non-designated heritage asset around the site. Development of this site will need to mitigate any impact on these buildings and their settings.

**7.423** The development must provide a high quality, connected layout and building design that reflects a strong sense of place, high quality streetscape and comfortable living environment, which works in sympathy with the local landscape. Key views and utility easements including overhead powerlines and a high-pressure gas main (if remaining) will be likely to influence the location of green spaces and routes, and create the layout framework for buildings.

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

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

### **Alternatives considered**

#### **Do not carry forward the allocated site in the Local Plan**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

## Location 11 - Bicknacre

### GROWTH SITE POLICY 11a – SOUTH OF BICKNACRE

Land south of Bicknacre, as shown on the Policies Map, is allocated for a residential development.

Amount and type of development:

- 42 new homes of mixed size and type including affordable housing.

Site development principles:

#### Movement and Access

- Main vehicular access to the site will be from Main Road
- Provide pedestrian connections.

#### Historic and Natural Environment

- Preserve and where appropriate enhance the setting of Grade II listed Star House
- Protect and enhance Thrift Wood Site of Special Scientific Interest (SSSI) to the south east of the site ensuring any new development provides any required mitigation measures
- Maintain and strengthen landscaped boundaries to the south and west, and a landscaped edge to fields beyond
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

Site infrastructure requirements:

- Financial contributions to primary and secondary education and early years and childcare provision as required by the Local Education Authority, and other community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities.

### Reasoned Justification

**7.426** This development allocation lies to the south of Bicknacre. Planning permission has been granted for 42 new homes (Ref: 20/01507/FUL) and this number is reflected in the 5 Year Housing Site Schedule April 2023. Development is underway and expected to be completed in 2024. This site is split over two field parcels. These field parcels should be integrated to make best use of development opportunities and the hedgerows should be retained.

**7.427** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.428** The existing vehicular access through the site to the playing fields to the west to be retained.

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

**7.430** The Main Road frontage includes dispersed houses and cottages where the spacing and set back position of buildings, together with mature trees and woodlands, field boundaries and tracks, give a rural character. Development should respect this rural character, which also forms part of the setting of the Grade II listed Star House. The development will also be required to provide appropriate mitigation to avoid adverse impacts to the Thrift Wood Site of Special Scientific Interest (SSSI) to the south east of the site.

**7.431** Pedestrian connections should be provided within the site with links into the wider network. This should include creating a footway to connect with the existing adopted footway on Main Road. There should also be a footway connecting the site with the recreation ground to the west.

### Alternatives considered

#### **Do not carry forward the allocated site in the Local Plan**

The site allocation represents a sustainable and sound development allocation which is currently under construction. Not considered a reasonable alternative.

### **GROWTH SITE POLICY 11b – LAND AT KINGSGATE, BICKNACRE ROAD, BICKNACRE**

Land at Kingsgate, Bicknacre Road, Bicknacre, as shown on the Policies Map, is allocated for a residential development.

#### **Amount and type of development:**

- Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed through the planning application process.

#### **Site development principles:**

##### **Movement and Access**

- Vehicular access to the site will be from Bicknacre Road
- Provide safe and convenient pedestrian and cycle connections
- Provide a well-connected internal road layout.

##### **Historic and Natural Environment**

- Retain and enhance existing natural landscaping and trees in and on the boundary of the site
- Provide suitable multifunctional Green Infrastructure
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

## 7 - Where will development growth be focused?

### Design and layout

- Character, scale and layout to have regard and respond to the site's surrounding context
- Development to create frontage to Bicknacre Road.

### Site infrastructure requirements:

- Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Financial contributions to new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority
- Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

### Reasoned Justification

**7.432** Land at Kingsgate, Bicknacre Road is adjacent to the Defined Settlement of Bicknacre. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.

**7.433** For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

**7.434** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.435** The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

**7.436** Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

### Alternatives considered

Other sites promoted at Bicknacre through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.



## **GROWTH SITE POLICY 11c – LAND WEST OF BARBROOK WAY, BICKNACRE**

Land west of Barbrook Way, as shown on the Policies Map, is allocated for a residential development.

**Amount and type of development:**

- Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed through the planning application process.

**Site development principles:**

### **Movement and Access**

- Vehicular access to the site will be from Barbrook Way
- Provide safe and convenient pedestrian and cycle connections
- Provide a well-connected internal road layout.

### **Historic and Natural Environment**

- Retain existing natural landscaping and trees on the boundary of the site
- Ensure a defensible landscape buffer on the sites boundaries
- Provide suitable multifunctional Green Infrastructure
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

### **Design and layout**

- Character, scale and layout to have regards and respond to the site's surrounding context
- Development on western edge should front onto open countryside.

**Site infrastructure requirements:**

- Provide appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Financial contributions to new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority
- Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

## 7 - Where will development growth be focused?

### Reasoned Justification

**7.437** Land west of Barbrook Way is adjacent to the Defined Settlement of Bicknacre. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.

**7.438** For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

**7.439** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.440** The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

**7.441** Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

### Alternatives considered

Other sites promoted at Bicknacre through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.

## Location 12 – St Giles, Bicknacre

### **GROWTH SITE POLICY 12 - ST GILES, MOOR HALL LANE, BICKNACRE**

**Saint Giles, Moor Hall Lane as shown on the Policies Map, is allocated for specialist residential accommodation development. Development will be expected to provide:**

#### **Amount and type of development:**

- **Around 32 new units for specialist residential accommodation (SRA) that responds positively to the local context. The final amount of new homes will be confirmed through the planning application process.**

#### **Site development principles:**

- **Vehicular access to the site will be from Moor Hall Lane**
- **Provide suitable SuDS and flood risk management**
- **Protect existing site trees within the development site**
- **Create a network of green infrastructure.**

### Site infrastructure requirements:

- Appropriate improvements, as necessary, to the local and strategic road network as required by the Local Highways and Transportation Authority
- Provide, or make financial contributions to, new or enhanced sport, leisure and recreation facilities
- Financial contributions and/or onsite provision towards healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

### Reasoned Justification

**7.442** St Giles Estate is close to the village boundary of Bicknacre. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of shops and facilities in Bicknacre village. The site includes an established residential home, which provides accommodation for adults with learning difficulties and mental health problems.

**7.443** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.444** Development would need to consider the need for additional primary health care provision informed by robust evidence on existing provision and consultation with NHS Mid and South Essex Integrated Care Board. Further development of specialist residential housing should complement the existing provision available at this location.

### Alternatives considered

#### **Do not carry forward the allocated site in the Local Plan**

The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Not considered a reasonable alternative.

## Location 13 - Danbury

### **STRATEGIC GROWTH SITE POLICY 13 – DANBURY**

**An allocation of around 100 new homes to be accommodated within or adjoining the Defined Settlement Boundary of Danbury. The site(s) to accommodate this allocation will be identified and consulted upon through the emerging Danbury Neighbourhood Plan.**

#### **Amount and type of development:**

- Around 100 new homes of mixed size and type including affordable housing. The final amount of new homes will be confirmed through the planning application process.

## 7 - Where will development growth be focused?

### Site masterplanning principles:

- **Conserve and enhance the Sites of Special Scientific Interest (SSSI) in and around Danbury (Blake's Wood and Lingwood Common SSSI, Woodham Walter Common SSSI and Danbury Common SSSI) ensuring any new development avoids direct impacts and mitigates indirect impacts (i.e. recreational damage) as a priority and provides any required mitigation measures where necessary (including those set within any emerging visitor impact studies / strategic solutions).**

### Reasoned Justification

**7.445** Danbury is a Key Service Settlement located outside of the Green Belt with a good range of local services and facilities. Although future development in Danbury is restricted by significant landscape, ecology and highway constraints, there is some limited capacity in the primary schools that serve Danbury.

**7.446** Infrastructure required for this location would need to accord with the relevant requirements of Policy S9.

**7.447** There are significant tracts of protected woodland and commons in and around the Danbury Ridge which represent important valued landscapes. These include a cluster of protected Sites of Special Scientific Interest (SSSI) which are Danbury Common, Blake's Wood and Lingwood Common, and Woodham Walter Common. These SSSIs receive high levels of recreational pressure and future development in Danbury will need to consider the need for mitigation measures as part of future development proposals. This will involve partnership working with the managers of the SSSIs (namely the Essex Wildlife Trust and National Trust) and other key stakeholders including the Council, Danbury Parish Council and Natural England.

**7.448** There are a number of heritage assets in and around Danbury which may need to be considered by future development proposals. These include Danbury Conservation Area, two Registered Parks and Gardens, Danbury Hill Fort Scheduled Monument and a variety of listed buildings.

**7.449** There are archaeological deposits in and around Danbury which may need to be considered by future development proposals, through an archaeological evaluation.

**7.450** The A414 is a busy road connecting Chelmsford with Maldon which bisects the village. There is significant growth planned for Maldon which will add additional traffic to the A414. The Council has engaged with Maldon District Council on this issue through the 'Duty to Cooperate'. Pre-signals have been installed at the A414/Little Baddow Road/Mayes Lane (Eves Corner) junction to assist in the peak time operation of this junction through South East Local Enterprise Partnership (SELEP)/Essex County Council funding.

**7.451** Taking the above constraints and opportunities into account, the Spatial Strategy makes provision for an allocation of around 100 homes. This represents approximately a 5% increase of homes in Danbury. To ensure sites are sustainable and are in close proximity to local services and facilities, they should be located either within or adjacent to the defined settlement boundaries as defined on the Policies Map. The allocation of around 100 new

homes will be identified by the Danbury Neighbourhood Plan, and may comprise one or multiple sites, expected to be delivered during the Local Plan period. When their Neighbourhood Plan is approved, Danbury Parish Council will also receive 25% of the CIL receipt for new developments in its area, otherwise the rate will be 15%.

### **Alternatives considered**

#### **Do not carry forward the allocation in the Local Plan.**

The allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. There are no overriding constraints that would hinder the identification and delivery of sites which will contribute to housing supply. Not considered a reasonable alternative.

## **Location 17 – East Hanningfield**

### **GROWTH SITE POLICY 17a – LAND NORTH OF ABBEY FIELDS, EAST HANNINGFIELD**

Land north of Abbey Fields, as shown on the Policies Map, is allocated for a residential development.

#### **Amount and type of development:**

- Up to 1 hectare of land to accommodate around 15 new homes including affordable housing. The final amount of new homes will be confirmed through the planning application process.

#### **Site development principles:**

##### **Movement and Access**

- Vehicular access to the site will be from Abbey Fields
- Provide safe and convenient pedestrian and cycle connections
- Provide a well-connected internal road layout.

##### **Historic and Natural Environment**

- Retain existing natural landscaping and trees in and on the boundary of the site
- Provide suitable multifunctional Green Infrastructure
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

##### **Design and layout**

- Character, scale and layout to have regard and respond to the site's surrounding context.

## 7 - Where will development growth be focused?

### Site infrastructure requirements:

- Provide appropriate improvements to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Financial contributions to new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority
- Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

### Reasoned Justification

**7.452** Land north of Abbey Fields is partially within and adjacent to the Defined Settlement of East Hanningfield. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.

**7.453** For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

**7.454** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.455** The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

**7.456** Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

**7.457** The site is located in the Parish of East Hanningfield where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) East Hanningfield Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise the rate will be 15%.

### Alternatives considered

The allocation of a housing number to be delivered through the East Hanningfield Neighbourhood Plan has been discounted as not requested by the Neighbourhood Plan Group. Other sites promoted at East Hanningfield through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.

## **GROWTH SITE POLICY 17b – LAND EAST OF HIGHFIELDS MEAD, EAST HANNINGFIELD**

Land east of Highfields Mead, as shown on the Policies Map, is allocated for a residential development.

**Amount and type of development:**

- Up to 1 hectare of land to accommodate around 20 new homes including affordable housing. The final amount of new homes will be confirmed through the planning application process.

**Site development principles:**

**Movement and Access**

- Vehicular access to the site will be from Bicknacre Road
- Provide safe and convenient pedestrian and cycle connections
- Provide a well-connected internal road layout.

**Historic and Natural Environment**

- Retain as much existing natural landscaping and trees on the boundary of the site as possible taking into account the need for a safe vehicular entrance
- Provide suitable multifunctional Green Infrastructure
- Provide suitable flood risk management and Sustainable Drainage Systems (SuDS).

**Design and layout**

- Character, scale and layout to have regards and respond to the site's surrounding context.

**Site infrastructure requirements:**

- Provide appropriate improvements, as necessary to the local and strategic road network as required by the Local Highways and Transportation Authority
- Appropriate measures to promote and enhance active and sustainable modes of transport
- Financial contributions to new or enhanced sport, leisure and recreation facilities
- Financial contributions to early years and childcare, primary and secondary education provision as required by the Local Education Authority
- Financial contributions to community facilities such as healthcare provision as required by the NHS Mid and South Essex Integrated Care Board.

### **Reasoned Justification**

**7.458** Land east of Highfields Mead is partially within and adjacent to the Defined Settlement of East Hanningfield. Development is expected to be delivered from 2029/2030 onwards. It is within walking distance of the village shop, primary school, recreation ground, existing public transport connections, and other facilities in the village.

## 7 - Where will development growth be focused?

**7.459** For the purposes of this Preferred Options consultation the site is indicated on the Policies Map with a symbol near its site vehicular access point. The precise boundary of the site will be determined at the Pre-Submission consultation (Regulation 19) but shall be no larger than 1 hectare (which for context is equivalent to 100 metres x 100 metres) in size.

**7.460** Infrastructure required for this site is in addition to relevant requirements of Policy S9.

**7.461** The development should provide an appropriate mix of size and types of homes appropriate to the surrounding character. Affordable, accessible and adaptable housing should be provided in accordance with the Council's policy requirements.

**7.462** Appropriate active and sustainable travel connections should be provided within the site with links into the wider network, including the primary school.

**7.463** The site is located in the Parish of East Hanningfield where a Neighbourhood Plan is being prepared. It is envisaged that the Neighbourhood Plan will help shape this site allocation. When their Neighbourhood Plan is made (adopted) East Hanningfield Parish Council will receive 25% of the CIL receipt for this development and any other in its area. Otherwise the rate will be 15%.

### **Alternatives considered**

The allocation of a housing number to be delivered through the East Hanningfield Neighbourhood Plan has been discounted as not requested by the Neighbourhood Plan Group. Other sites promoted at East Hanningfield through the Council's Strategic Housing and Employment Assessment (SHELAA) have been discounted as not considered suitable or deliverable.

## Special Policy Areas

**7.464** The six designated Special Policy Areas (SPA) lie outside the built-up areas, where ordinarily policy would constrain new development. The SPA designation enables the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. The SPA sites are shown on the Policies Map.

**7.465** The key objectives are to:

- Enable Special Policy Areas to be planned in a strategic and phased manner
- Ensure future development reflects the operational and functional requirements of the Special Policy Areas
- Ensure future development minimises the impact of development on their surroundings, sites important for nature conservation, wildlife and heritage assets
- Strengthen access to the sites by sustainable modes of transport and minimise traffic pressures on local roads
- Achieve high quality design.

## **POLICY SPA1 – BROOMFIELD HOSPITAL SPECIAL POLICY AREA**

The Council will support health related proposals which support the role, function and operation of Broomfield Hospital. This includes the provision of a loop road to allow buses, service and emergency vehicles easy access into the full body of the estate; optimising access by public transport and active travel modes; strengthening the network of pedestrian routes and spaces to aid safety, comfort and convenience; concentrating buildings of scale and mass within the central core of the estate; limiting the scale and mass of buildings at the edge of the estate; ensuring a phased and coherent strategy for removal of temporary buildings and their replacement with permanent structures; protecting and enhancing woodland, parkland, trees and hedgerows; minimising environmental impacts including in respect of ecology and water quality, and creating high quality public spaces.

### **Reasoned Justification**

**7.466** Broomfield Hospital is an important regional medical facility located to the north of Broomfield and Urban Chelmsford. It comprises clinical and ancillary buildings, car parking, hospital-related housing, a Local Wildlife Site/woodland and open space. Two water courses also pass through the site.

**7.467** The Special Policy Area shown on the Policies Map has been defined to enable the operational and functional requirements of Broomfield Hospital to be planned in a strategic and phased manner as it is outside the Defined Settlement of Broomfield where ordinarily policy would constrain new development.

## **POLICY SPA2 – CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA**

Development will be permitted for proposals which provide ancillary functions to support the operation of the Racecourse, subject to good design quality; promoting more sustainable means of transport to the site and reducing use of individual trips by car; protecting and enhancing existing trees and hedgerows; preserving nearby listed buildings and their setting; minimising the impact of floodlighting; minimising environmental impacts including in respect of ecology and landscape; and ensuring the full restoration of the existing minerals site.

### **Reasoned Justification**

**7.468** Chelmsford City Racecourse is located at the former Essex County Showground. It has been revived as a major new racecourse and equestrian centre with supporting entertainment facilities.

**7.469** Development opportunities will need to be balanced with the environmental impacts of this large site, especially regarding transport and the impact on the countryside, landscape and ecology (including the Local Wildlife Site). Further development related to the racecourse

## 7 - Where will development growth be focused?

and equestrian centre may be appropriate within the Special Policy Area, where sensitively designed and having regard to the surrounding area including nearby residential properties, wildlife and heritage assets. The Council will not support residential development within the Special Policy Area which is unrelated to the primary use as a racecourse and equestrian centre.

**7.470** The Special Policy Area boundary shown on the Policies Map includes the areas covered by the existing built development and areas with approved planning permission for future development.

### **POLICY SPA3 – HANNINGFIELD RESERVOIR SPECIAL POLICY AREA**

**Development will be permitted for proposals that are not inappropriate development in the Green Belt as set out in the National Planning Policy Framework.**

**Inappropriate development is harmful to the Green Belt and will not be permitted except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Very special circumstances may include proposals for water infrastructure and ancillary development where there is a demonstrable need and directly associated with the role, function and operation of the Hanningfield Reservoir Treatment Works Site.**

**Subject to national policy on Green Belt, development proposals should optimise opportunities for sustainable modes of transport to the site and reduce individual trips by car; provide high quality buildings; focus built form around existing buildings; protect and enhance trees and hedgerows; avoid adverse impacts in respect of biodiversity and landscape; and promote the nature conservation and ecological interests and recreational uses of the reservoir without impact upon the nature conservation interests of Hanningfield Reservoir SSSI through recreational disturbance. Development proposals are also expected to provide suitable SuDS and flood risk management.**

### **Reasoned Justification**

**7.471** Hanningfield Reservoir Treatment Works is an important site for water treatment and ancillary activities serving Chelmsford and other parts of Essex. Its Green Belt location requires careful consideration when deciding on the type and extent of any new development.

**7.472** The Special Policy Area boundary shown on the Policies Map includes the main campus of existing treatment buildings, stores building and staff offices. The site also includes two Local Wildlife Sites. Any further extension of the Special Policy Area would result in visually intrusive development and a resultant negative impact upon landscape character in the area including the Site of Special Scientific Interest (SSSI). These areas are essentially open in character and existing road access is poor.

**7.473** This Special Policy Area provides access to part of the wider open countryside and the area's green infrastructure network.

### **POLICY SPA4 – RHS HYDE HALL GARDENS SPECIAL POLICY AREA**

Development will be permitted for proposals which promote the continued role of these nationally important gardens. This could include the provision of sensitively designed accommodation for education and employment needs; improved range of visitor facilities and services; promoting the continued use of existing buildings; and protecting and enhancing trees and hedgerows and other existing site and landscape features of value. Proposals should promote more sustainable modes of transport to the site and reduce use of individual trips by car, minimise conflict between pedestrian routes and vehicle movement around the site, and enable full disabled access throughout. Proposals should protect and enhance the historic environment.

#### **Reasoned Justification**

**7.474** The Royal Horticultural Society (RHS) gardens at Hyde Hall are located to the south east of Chelmsford in close proximity to the villages of East Hanningfield and Rettendon Common. It is a site which occupies 136 hectares of land, dominated by attractive hills, fields, pastures and woodland. The visitor site itself lies in a site of 10 hectares which contains controlled gardens and visitor facilities.

**7.475** The Special Policy Area boundary is shown on the Policies Map. The Special Policy Area for Hyde Hall recognises its potential to develop as a destination garden of both national and regional significance. It will provide a clear basis for the determination of future planning applications, which may result in diversification of site usage, some intensification and increased visitor numbers.

**7.476** The inclusion of the site as a Special Policy Area does not mean that all development proposals within Hyde Hall would be acceptable. The Special Policy Area is tightly drawn around existing buildings and the main developed part of the site. Areas outside of the designation can be appropriate for horticulture or garden related uses of land, but new operational buildings should be confined to the Special Policy Area. Any new access arrangements need to be considered carefully, having regard to the character of the area and highway safety. Any new development must also take into account the need to protect and enhance nearby heritage assets.

### **POLICY SPA5 - SANDFORD MILL SPECIAL POLICY AREA**

Development will be permitted for proposals for a mix of uses to support Sandford Mill's cultural, leisure and recreational focus which improve the access into and within the Special Policy Area; promote more sustainable means of transport to the site; provide suitable facilities for visitors; mitigate adverse impacts on cultural heritage or landscape; and increase access to the waterways. New development proposals to the south of Sandford Mill will allow the provision of a new vehicular access to Maldon Road (A414).

## 7 - Where will development growth be focused?

### **Reasoned Justification**

**7.477** Sandford Mill lies within the Rural Area to the east of Chelmsford which is designated as Green Wedge and the Chelmer and Blackwater Navigation Conservation Area. The Green Wedge provides a key part of Chelmsford's green infrastructure network. Sandford Mill comprises a collection of buildings, mill pond and filter beds that formed part of the original water treatment works that served Chelmsford. Sandford Bridge, Sandford Lock and Brook End Bridge, which are Grade II listed, lie adjacent to the site.

**7.478** The site was last used as a museum related to the story of Chelmsford's unique industrial heritage. It is recognised as an opportunity for an appropriate mixed use development linked to the Chelmer and Blackwater Navigation. Re-use and restoration of existing buildings should be the focus for any redevelopment.

**7.479** The previous museum offers the opportunity to promote a mixed use development. Proposals should firstly look towards re-use and restoration of existing buildings, to be accompanied by improvements to access into and within the site.

**7.480** The boundaries of the Special Policy Area shown on the Policies Map are drawn to allow for future development of Sandford Mill whilst seeking to protect the local landscape, nature conservation interests and heritage assets from inappropriate development.

**7.481** Its location within the floodplain, Conservation Area and Green Wedge will need careful consideration when deciding on the type and extent of any new development. Furthermore, development within the Special Policy Area will be expected to mitigate potential effects on the nature conservation downstream.

**7.482** Vehicular access is achieved from Chelmsford via Brook End Road. There is an opportunity for this access to be improved. New connections are proposed between the new development proposals to the south and Sandford Mill. There is also an opportunity to promote more sustainable modes of transport, such as use of the Chelmer and Blackwater Navigation to link to the City Centre. Additional moorings may also be appropriate in order to increase access to the waterways.

**7.483** Development within the Special Policy Area will be expected to mitigate potential effect on European protected sites downstream.

### **POLICY SPA6 – ARU WRITTLE SPECIAL POLICY AREA**

**Development will be permitted for proposals that are not inappropriate development in the Green Belt as set out in the National Planning Policy Framework. Inappropriate development is harmful to the Green Belt and will not be permitted except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. Very special circumstances may include development directly associated with the role, function and operation of ARU Writtle and there is a demonstrable need.**

**Subject to national policy on Green Belt, development proposals should look for opportunities to improve circulation through and links with existing ARU Writtle buildings; promote more sustainable means of transport to the site and reduce individual trips by car; and improve the facilities of ARU Writtle. This includes replacing existing buildings or structures of poor design quality and materials with well-designed high quality buildings and structures that would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.**

### **Reasoned Justification**

**7.484** ARU Writtle was created following the merger of Anglia Ruskin University (ARU) and Writtle University College in 2023. Located on the outskirts of Chelmsford it offers postgraduate, undergraduate, further education and short courses in the areas of agriculture and animal sciences. It has also developed a range of degree programmes in applied life sciences, sport and health subjects. ARU Writtle is seeking to expand and broaden its educational facilities and opportunities, and is a key employer in Chelmsford. ARU Writtle's Green Belt location between Chelmsford and Writtle is a constraining issue, requiring careful consideration when deciding on the type and extent of any new development in the future. New development proposals to the north of the site at West Chelmsford (Warren Farm) will provide improved cycling and walking connectivity.

**7.485** The Special Policy Area is divided into four sections. The Eastern boundary at Lordship Road encompasses the main operational and functional requirements of the site including the further and higher education campuses, administration blocks, halls of residence, children's nursery, sports hall site and the proposed new campus redevelopment. This will protect the potential coalescence of the ARU Writtle with Writtle Village.

**7.486** The western sections of the Special Policy Area are the locations for the Rural Education and Training Centre, Centre for Livestock Studies at Sturgeons Farm and Titchmarsh campus small animal centre, Cow Watering Lane.

**7.487** The boundaries of the Special Policy Area shown on the Policies Map are drawn to allow for future development of ARU Writtle whilst seeking to protect the local landscape, nature conservation interests and heritage assets from inappropriate development. This includes the surrounding Green Wedge which provides a key part of Chelmsford's green infrastructure network.

### **Alternatives considered**

All Special Policy Areas lie within the Green Belt or the Rural Area, where ordinarily policy would constrain new development. The Special Policy Area designations enable the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. There is no reasonable alternative.

# 8 - Protecting and Securing Important Assets



**8.1** This Section provides other non-strategic policies of the Local Plan that will shape Chelmsford's development opportunities whilst protecting its important physical attributes.

### Securing the right type of Homes

#### **POLICY DM1 - SIZE AND TYPE OF HOUSING**

The Council will protect existing housing from redevelopment to other uses.

**A) Within all developments of 10 or more dwellings the Council will require:**

- i the provision of an appropriate mix of dwelling types and sizes that contribute to current and future housing needs and create mixed communities; and**
- ii 100% of new dwellings to be constructed to meet requirement Part M, Category 2 (Accessible and adaptable dwellings) M4 (2) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) , or subsequent government standard.**

**B) Within all developments of 30 or more dwellings the Council will require A)i and A)ii above, and:**

- i 5% of new affordable dwellings should be built to meet requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended), or subsequent government standard.**

**C) Within all developments of more than 100 dwellings the Council will require A)i, A)ii and B)i above, and:**

- i 5% self-build homes which can include custom housebuilding. At the time an application is submitted, the Council will review this percentage against the latest local housing need requirement for self-build/custom build homes; and;**
- ii provision of Specialist Residential Accommodation (including gypsy and traveller needs) taking account of local housing needs.**

#### **Reasoned Justification**

**8.2** The NPPF requires Local Planning Authorities to plan for a mix of housing to meet the different needs of the community including families with children, older people and people with disabilities. To ensure that market housing provision meets the needs of all sectors, it is important that a range of house types and sizes are provided as part of new residential developments. The size, type and cost of affordable housing is covered by Policy DM2.

**8.3** The Council's latest Strategic Housing Needs Assessment (SHNA) indicates that the greatest need for market homes is two and three bedroom units. Table 4 below provides the future market mix required taking into account demographic change, including potential changes to the number of family households and the ageing of the population. It will be used as a monitoring tool on threshold sites to ensure that future delivery is not unbalanced when compared with the likely requirements as driven by demographic changes in the area. Site

## 8 - Protecting and Securing Important Assets

location and area character are also relevant considerations and the final mix of housing/types will be subject to negotiation with the applicant on individual development sites.

**Table 4 :Size and mix for new market homes**

Size of new market accommodation required in Chelmsford	
Dwelling Size	Mix Required
One Bedroom	5–10%
Two Bedroom	30-35%
Three Bedroom	35-40%
Four or more bedrooms	20-25%
<b>Total</b>	<b>100%</b>

Source: SHNA 2023

**8.4** 100% of new dwellings on major residential schemes should achieve requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended) to create sustainable developments for the future. Flexibility will be applied to dwellings that cannot meet this requirement where there are other overriding considerations that mean the requirement cannot be met, for example a conversion from another type of building to a residential dwellings or heritage considerations.

**8.5** The SHNA does not estimate the need for additional private rented housing as it is likely that the decision of households as to whether to buy or rent a home in the open market is dependent on several factors including mortgage lending practices and the availability of Housing Benefit that will fluctuate over time. The housing mix section of the SHNA did not specifically look at this sector, however the analysis of affordable home ownership was based on the profile of households living in private rented accommodation and so the conclusions for that tenure are considered a reasonable starting point for considering mix.

**8.6** National Planning Practice Guidance specifically anticipates that the viability of Build to Rent schemes will be considered at the development management stage. However, a flatted and a housing Build to Rent scheme were tested and the results showed flatted development of this type is unlikely to be viable even without affordable housing but Build to Rent housing is likely to be viable and deliverable with capacity to bear more than the 20% affordable private rent housing referenced as a suitable benchmark in National Planning Practice Guidance.

**8.7** To support the ageing population and the specific needs of disabled people within Chelmsford, the Council expects 5% of **all** new affordable homes on larger development sites to be wheelchair accessible by meeting requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended).

**8.8** Wheelchair user dwellings should be provided as affordable housing for rent that the local authority is responsible for allocating or nominating a person to live in.

**8.9** Where the 5% requirement does not result in whole numbers of units, the number of affordable dwellings meeting requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended), will be rounded up.

**8.10** Wheelchair user dwellings will need to be provided at a range of sizes which is summarised in a Wheelchair Accessible Homes Planning Advice Note and updated annually.

**8.11** The development of self-build/custom build properties by individuals or community groups (including Community Land Trusts) can also contribute to meeting the need for additional housing, and provide a more diverse housing stock. Self-build and custom housebuilding means the building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person. Based on Chelmsford's current self-build and custom build register of around 46 new applications each year projected to 2041, 5% of new homes on larger housing schemes should include an element of self-build/custom build plots, to provide for this demand. Where the 5% requirement does not result in whole numbers of unit, the number will be rounded up. Self-build/custom build homes will need to be provided at a range of costs, sizes and types in accordance with the identified need, which is summarised in a Self-Build and Custom Build Planning Advice Note and updated annually.

**8.12** A Community Led Housing Planning Advice Note promotes greater understanding of Community Led Housing and shows the enhanced role that communities can have in influencing increased provision of Community Led Housing. It also summaries some of the different approaches in which a community group or organisation can own, manage, or steward homes.

**8.13** A Self-Build and Custom Build Design Code Template has been published for sites with multiple serviced plots or other forms of self-build and custom housebuilding provision, as they will need to be supported by a Design Code at outline planning stage.

**8.14** Self-build/custom build homes will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy DM2. Further information on the implementation of Policy DM1 C)i is set out in the Planning Obligations Supplementary Planning Document.

**8.15** There are certain groups of people within the community that need Specialist Residential Accommodation that caters for their specific needs. Specialist Residential Accommodation includes housing for older people such as Independent Living schemes for the frail elderly, student accommodation, homes for those with disabilities and support needs, residential institutions and also Gypsy and Travellers who, for cultural reasons, choose to live in caravans.

**8.16** The Council will refer to the latest assessments of housing need and will work with Essex County Council to identify the housing need for, and to secure provision of, suitable sites for Specialist Residential Accommodation. Such assessments include the Joint Strategic Needs Assessment (JSNA), the SHNA, the GTAA as well as housing need evidenced in the latest published City Council Housing Strategy.

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**8.17** Specialist Residential Accommodation will need to be provided at a range of costs in accordance with the identified need. A commuted sum in lieu of on-site Specialist Residential Accommodation will be considered on a site-by-site basis as it provides a flexible way of meeting the variety of needs identified. Specialist Residential Accommodation will not be considered as an alternative to, or replacement for, the affordable housing requirements set out in Policy DM2. Specialist Residential Accommodation that constitutes a residential unit will be included in the baseline from which the requirements of Policies DM1 A)i, DM1 A)ii, DM1 C)i and DM1 C)ii and DM2 A are calculated. Further information on the implementation of Policy DM1 C)ii is set out in the Planning Obligations Supplementary Planning Document.

### Alternatives considered

#### **Consider alternative threshold sizes and percentages.**

The site/size threshold for DM1 A is considered appropriate as it applies to major development and it would be disproportionate to apply it to smaller sized development.

The latest available evidence suggests the amount and thresholds in Policies DM1 B and DM1 C)ii are justified and supported through viability testing. To amend these could result in sites either being unviable for development or an unjustified overall reduction in affordable housing. Therefore, this is not a reasonable alternative.

The latest available evidence suggests the percentage in Policy DM1 C)i will meet the identified need. The evidence does not justify this percentage being lowered or increased.

## **POLICY DM2 – AFFORDABLE HOUSING AND EXCEPTION SITES**

### **A) Affordable Housing**

**The Council will require the provision of 35% of the total number of residential units to be provided and maintained as affordable housing within all new residential development sites which:**

- i comprise of 10 or more residential units or a site area of 0.5 hectares or more.**

**In considering the suitability of affordable housing, the Council will require that:**

- ii the mix, size, type and cost of affordable homes will meet the identified housing need of the Council's area as established by housing need assessments (as updated from time to time) reported in the current Strategic Housing Needs Assessment and be appropriately weighted to ensure that the provision makes at least a proportionate contribution to the categories of greatest housing need; and**
- iii the affordable housing is integrated into residential layouts so as to avoid the over-concentration of affordable housing in any particular location within the development site and designed in such a way as to aid seamless integration between market and affordable elements of a scheme; and**
- iv developers and owners enter into planning obligations in order to provide the affordable housing and to ensure it remains at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.**

Proposals that would sub-divide or under-develop sites in order to avoid making the affordable housing contribution will be refused.

### **B) Rural Exception Sites**

Planning permission will be granted for affordable housing on small sites within Designated Rural Areas, which would not otherwise be released for housing, in order to meet local rural housing need where:

- i the Council is satisfied that there is clear evidence, supplied by the applicant, of need for the number and type of housing proposed within the Parish; and
- ii the site is adjacent to a Defined Settlement Boundary and it is accessible to local services and facilities; and
- iii the appropriate legal agreements are entered into for the affordable housing with the Council, to ensure that all dwellings will remain available for affordable housing, and exclusively for local need, in perpetuity, and that the necessary management of the scheme can be permanently secured; and
- iv the site is not subject to any other overriding environmental or other planning constraints.

Where it can be demonstrated to the satisfaction of the Council that market housing is essential to cross-subsidise the delivery of affordable housing on rural exception sites:

- v the proportion of market housing must not exceed 50%; and
- vi the market and affordable housing must not be distinguishable in design quality and standards.

### **C) First Homes Exception Sites**

Planning permission will be granted for First Homes Exception Sites in the Rural Area and Green Wedge where:

- i the site is adjacent to an existing Defined Settlement or Urban Area; and
- ii the total size of the proposed development area is not greater than whichever is the lesser of either 1 hectare or 5% of the measurement (in hectares) of the adjacent area within the existing settlement's Defined Settlement Boundary; and
- iii at least 25% of the total housing on First Homes Exception Sites meet the needs of households on the Council's Housing Register through the provision of affordable housing for rent.
- iv the appropriate legal agreements are entered into for the First Homes with the Council, to ensure that all dwellings will remain available as First Homes in perpetuity.

Where it can be demonstrated to the satisfaction of the Council that market housing is essential to cross-subsidise the delivery of First Homes on First Homes exception sites:

- v the proportion of market housing must not exceed 20% of the total number of homes; and
- vi the market and affordable housing must not be distinguishable in design quality and standards.

### D) Community-led Exception Sites

Planning permission will be granted for Community-led Exception Sites in non-Designated Rural Areas and Green Wedge where:

- i the site is adjacent to an existing Defined Settlement or Urban Area; and
- ii the total size of the proposed development area is not greater than whichever is the lesser of either 1 hectare or 5% of the measurement (in hectares) of the adjacent area within the existing settlement's Defined Settlement Boundary; and
- iii comprise community-led development that includes one or more types of affordable housing.
- iv the appropriate legal agreements are entered into for the community-led affordable housing with the Council, to ensure that all dwellings will remain available as community-led and affordable housing where relevant in perpetuity.

Where it can be demonstrated to the satisfaction of the Council that market housing is essential to cross-subsidise the delivery of community-led development on Community-led Exception Sites:

- v the proportion of market housing must not exceed 20% of the total number of homes; and
- vi the market and affordable housing must not be distinguishable in design quality and standards.

### Reasoned Justification

#### A) Affordable Housing

**8.18** The provision of affordable housing to meet identified need is a significant objective of the Local Plan. To assess this need, the Council commissioned consultants to produce a Strategic Housing Needs Assessment (SHNA), which was published in 2023. This replaced the previous Strategic Housing Market Assessment (2015) and uses national Planning Practice Guidance to calculate the level of affordable housing need. This assessment identified a total affordable housing need in Chelmsford of 642 affordable dwellings for rent per-annum, which is notionally 67% of the local housing need calculated using the Standard Method. The SHNA considers this figure and notes that interpreting the affordable need figure in the context of the local housing need calculated using the Standard Method is not possible as the two do not measure the same thing. Many households already live in housing and do not therefore generate an overall net need for an additional home. When those already in housing are excluded from the affordable housing need calculation, the affordable need falls to 467 per annum.

**8.19** The SHNA concludes that whilst there is no direct link between the affordable need and the overall housing need, the need for affordable housing is acute across the Council area. It recommends a 40% affordable housing target is tested on sites of 10 or more dwellings although notes that the amount of affordable housing delivered will be limited to the amount that can viably be provided.

**8.20** The SHNA reviews a range of affordable housing products available to meet housing need. The SHNA concludes that there is a need for both social and affordable rented housing and social rents should be prioritised where delivery does not prejudice the overall delivery of affordable homes. It recommends the Council seeks a 75:25 split between rented and affordable home ownership (30% of all housing:10% of all housing).

**8.21** The SHMNA is inconclusive about the scale of the need for affordable home ownership products although notes that there are many households in Chelmsford who are being excluded from the owner-occupied sector. The study considers First Homes and shared ownership and notes that each will have a role to play. Shared ownership is likely to be suitable for households with more marginal affordability as it has the advantage of a lower deposit and subsidised rent. The SHNA does not recommend the Council investigates higher discounts than 30% from market value for First Homes unless this can be proven to not impact on overall affordable housing delivery. It also concludes that regardless of need and demand, the Council should not seek to reduce the amount of social/affordable rented homes by prioritising First Homes. Where major development involving the provision of housing is proposed, national planning policy (NPPF 2023) requires (with some exceptions) at least 10% of homes to be available for affordable home ownership and National Planning Practice Guidance states that a minimum of 25% of all affordable housing units secured through developer contributions should be First Homes.

**8.22** The Local Plan Viability Update (2023) incorporated four sets of appraisals based on 30%, 35%, 40% and 45% affordable housing with sensitivity testing in relation to costs and values as well as variations in environmental and accessibility standards. The Update found that should the Council seek all affordable housing for rent as social rent, this would reduce the scope for affordable housing provision by 5%. The Update also shows that increasing the discount on First Homes is likely to have a substantial impact on the viability of development.

**8.23** Recognising the Council has declared a climate and a housing emergency, and the need to demonstrate that the cumulative impact of policies in the Local Plan cannot put development at serious risk, the Council will seek the following affordable housing obligations on threshold site – 35% of affordable housing consisting of 70% affordable rent capped at Local Housing Allowance levels, 25% First Homes provided at the 30% discount against market value and the balance as shared ownership housing. This equates on a whole site basis to 24.5% affordable rent, 8.75% First Homes and 1.75% shared ownership housing.

**8.24** The SHNA indicates there is a clear need for a range of different size affordable homes taking into account demographic change. Based on the range recommended in the Assessment, and considering the role the delivery of larger affordable homes for rent can play in releasing a supply of smaller properties for other households, the following mix is considered appropriate:

**Table 5 : Affordable rent mix**

	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
Affordable homes for rent	25%	35%	30%	10%

## 8 - Protecting and Securing Important Assets

**8.25** The Council will closely monitor the mix of affordable housing for rent provided. In applying the mix to individual development sites, regard will be had to the nature of the site and character of the area, as well as up-to-date evidence of need and turnover of existing affordable housing for rent.

**8.26** The Housing Additionality calculation set out in the Planning Obligations Supplementary Planning Document will apply when the quantum of residential accommodation sought is above the level identified in the Local Plan and there is a shortfall in the supply of new three-bedroom or four-bedroom affordable homes to rent, as recorded through the monitoring of planning permissions in the Annual Monitoring Report.

**8.27** Affordable housing is an integral element of any market-led residential or mixed-use development and is expected to be provided in-kind and on-site. The Council may consider a financial contribution in lieu of on-site provision of broadly equivalent value on development sites which comprise between 10 and 15 residential units, to improve the provision of temporary accommodation for homeless households. Full details of circumstances in which this may be considered can be found in the Planning Obligations Supplementary Planning Document (SPD).

**8.28** Residential schemes should be designed to maximise tenure integration to achieve mixed, inclusive and sustainable communities. The Council expects the same level and type of parking provision to apply to market and affordable housing.

### B) Rural Exception Sites

**8.29** For the application of this policy, Designated Rural Areas are the Parishes of Bicknacre; East Hanningfield; Good Easter; Great Leighs; Great Waltham; Highwood; Little Baddow; Little Waltham; Margaretting; Mashbury; Rettendon; Roxwell; Sandon; South Hanningfield; Stock; West Hanningfield; and Woodham Ferrers.

**8.30** In certain circumstances, small, predominantly affordable housing developments to meet Parish-wide need will be permitted outside but adjacent to Defined Settlement Boundaries where ordinarily there is a policy constraining new housing development. To enable this exception, it needs to be demonstrated that there is a proven need for the number and type of dwellings proposed, and the Council is satisfied that the affordable housing will remain affordable and exclusively available for local needs in perpetuity. When considering the suitability of rural exception sites it should be demonstrated to the satisfaction of the Council that there are no suitable and deliverable previously developed sites that could comply with the policy before consideration is given to the release of a greenfield site.

**8.31** The Council expects all rural affordable housing proposals submitted under this policy to be accompanied by a local housing need survey conducted at a Parish-wide level. This will provide information on the number of households that are currently and likely to be in housing need in the next five years, their incomes and the type of accommodation required to meet the housing need. When a proportion of market housing is also proposed, the local housing needs survey must identify the type of market housing that is required. If a survey of local housing need supporting an application has been conducted more than four years prior to a planning application being submitted, the Council will require the housing need and affordability data to be updated.

**8.32** Any proposal that includes market housing must include a robust, independently-prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the income from cross-subsidy generated through open-market sales that will assist in creating the additional scheme revenue that can fund the affordable housing on the site without requiring additional public subsidy, must be clearly set out.

### C) First Homes Exception Sites

**8.33** This policy cannot be applied in the Green Belt and only applies to housing development that comes forward outside of local or neighbourhood plan allocations.

**8.34** To enable this exception, it needs to be demonstrated that the First Homes meet the qualifying criteria set out in National Planning Policy Guidance.

**8.35** National Planning Policy Guidance allows for one or more other forms of affordable housing on a proposed First Homes exception sites where local evidence suggests a significant local need exists. The SHNA demonstrates a significant need for affordable housing for rent in the Council area therefore at least 25% of homes provided on First Homes exception sites are required to be provided as affordable housing for rent to meet the most acute housing needs on the Council's Housing Register at the time a planning application is submitted. The remaining affordable homes must be provided as First Homes.

**8.36** Any proposal that includes market housing must include a robust, independently prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the income from cross-subsidy generated through open-market sales that will assist in creating the additional scheme revenue that can fund a 30% discount from market value for the First Homes, without requiring additional public subsidy, must be clearly set out.

### D) Community-led Exception Sites

**8.37** This policy cannot be applied in the Green Belt or in areas listed in the Reasoned Justification for Rural Exception Sites and only applies to housing development that comes forward outside of local or neighbourhood plan allocations.

**8.38** To enable this exception, it needs to be demonstrated that the community-led development meets the definition of community-led development and provides one or more form of affordable housing, as set out in Annex 2 of the National Planning Policy Framework.

**8.39** Any proposal that includes market housing must include a robust, independently prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the income from cross-subsidy generated through open-market sales that will assist in creating addition scheme revenue that can fund the community-led development, without requiring additional public subsidy, must be clearly set out.

## 8 - Protecting and Securing Important Assets

**8.40** Further information on the implementation of Policy DM2 is set out in the Planning Obligations Supplementary Planning Document.

### Alternatives considered

#### **Consider alternative threshold sizes and percentages.**

The latest available evidence suggests the amount and thresholds are justified and supported through viability testing. To amend these could result in sites being unviable for development. Therefore, this is not a reasonable alternative.

### **POLICY DM3 – GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES**

**The Council will make provision for the accommodation needs of Gypsy, Traveller or Travelling Showpeople, who meet the national Planning Policy for Traveller Sites (PPTS) definition, through allocated sites within the Local Plan.**

**In determining all planning applications, only those who meet the PPTS definition of a Gypsy, Traveller or Travelling Showperson will have weight attributed to the need for a site.**

#### **A) New sites**

**When considering planning applications for Gypsy, Traveller and Travelling Showpeople accommodation, planning permission will be granted where all of the following criteria are met:**

- i the site is not in the Green Belt, unless there are very special circumstances; and**
- ii adequate community services and facilities are within reasonable travelling distance; and**
- iii the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary areas; and**
- iv there is no significant adverse impact on the intrinsic character and beauty of the countryside; and**
- v the site would not lead to the loss of, or adverse impact on, important historic and natural environment assets; and**
- vi there is no significant risk of land contamination or unacceptable risk of flooding; and**
- vii the site provides a suitable living environment for the proposed residents and there is no significant adverse impact on the amenity of nearby residents; and**
- viii safe and convenient vehicular access to the local highway network can be provided; and**
- ix essential services (water, electricity and foul drainage) are available on-site or can be made available on-site; and**
- x plots for Travelling Showpeople should also be of a sufficient size to enable the storage, repair and maintenance of equipment.**

### **B) Sub-division of pitches or plots**

The sub-division of authorised Gypsy, Traveller and Travelling Showpeople sites will also be permitted provided that the following criteria are met:

- i the site is not within the Green Belt unless there are very special circumstances; and
- ii the living environment of residents on the proposed site and neighbouring land is protected; and
- iii sites are of a suitable size to enable the creation of additional pitches or plots; and
- iv there is no significant loss of soft and hard landscaping and amenity provision within the existing site, particularly where conditioned by a previous consent; and
- v there is no significant adverse impact on the intrinsic character and beauty of the countryside and;
- vi there is no adverse impact in terms of highways access and vehicle movement.

### **C) Change of use**

Planning permission will be refused for the change of use of all Gypsy and Traveller sites or Travelling Showpeople yards identified in the Gypsy and Traveller Accommodation Assessment unless acceptable replacement accommodation can be provided, or it can be demonstrated that the site is no longer required to meet any identified needs.

### **Reasoned Justification**

**8.41** Ensuring that the right type of residential accommodation is planned for in the right locations for all the community is an important element of the Local Plan.

**8.42** This policy applies to both allocated and non-allocated sites which may come forward in built-up areas and the countryside. Planning permission will not be granted for a site that would be detrimental to the character and appearance of the countryside and where it would adversely affect the amenities of existing residents or result in unacceptable future living conditions for occupiers of the proposal. New Gypsy and Traveller and Travelling Showpeople sites are not considered appropriate within the Green Belt or Green Wedge and would also be judged against the appropriate policies within the Local Plan for these areas.

**8.43** The sub-division of existing sites to provide more pitches or plots could be a suitable way to increase provision within existing lawful sites, but it should be tested against relevant criteria to ascertain its suitability.

**8.44** When permission is granted, appropriate conditions or planning obligations will be imposed to ensure occupation of the site is restricted to those persons falling within the appropriate definition of Gypsies and Travellers or Travelling Showpeople and may also include conditions relating to landscaping and boundary treatments.

## 8 - Protecting and Securing Important Assets

**8.45** Where an unmet need for Gypsy and Traveller or Travelling Showpeople accommodation is identified and evidenced within the Council's area and allocated sites have not yet been developed or available for occupation, the Council may grant temporary planning permission as an interim measure.

**8.46** Further information on the implementation of Policy DM3 is set out in the Planning Obligations Supplementary Planning Document.

### Alternatives considered

**Give weight to all planning applications from Gypsies, Travellers and Travelling showpeople.**

This would not prioritise Gypsies, Travellers and Travelling Showpeople that meet the Government's Planning Policy for Traveller Sites (PPTS) definition.

## Securing Economic Growth

### **POLICY DM4 – EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS**

Within the Employment Areas, Rural Employment Areas and new employment site allocations, as shown on the Policies Map, the Council will seek to provide and retain Class E(g), B2 and B8 Use Classes or other 'sui generis' uses of a similar employment nature unless it can be demonstrated that there is no reasonable prospect for the site to be used for these purposes.

Where planning permission is required, proposals for the redevelopment or change of use from E(g), B2 and B8 Use Classes will be granted where:

- i the premises or application site cannot be readily used for, or converted to, another Class E(g), B2, B8 or other 'sui generis' Use Class of a similar employment nature, and
- ii the proposed use is of limited small-scale and ancillary to existing uses at the application site; and
- iii the proposed use provides employment at the application site; and
- iv the proposed use will not adversely impact upon the operation and function of the Employment Area or Rural Employment Area or introduce unacceptable conflict between neighbouring uses; and
- v the proposed use is appropriate to the location of the site and its relationship to the local transport network.

Proposals will be expected to consider opportunities to promote appropriate infrastructure improvements in the designated employment area, and measures to promote sustainable and active travel opportunities to and within the designated employment area.

### **Reasoned Justification**

**8.47** The Employment Areas, Rural Employment Areas and new allocations for employment identified on the Policies Map, make an important contribution to the Chelmsford economy and their future function. Creating thriving business locations is a key element of the Council's local planning and economic strategies but these must relate to sustainable patterns of development across Chelmsford.

**8.48** Traditionally, designated employment areas have focused on providing a range of premises that meet the needs of the E(g), B2 and B8 Use Classes and this will continue to be the focus in the defined Employment Areas and Rural Employment Areas. Therefore, in the Employment Areas and Rural Employment Areas, the Council will seek to retain these uses as defined by the Use Classes Order 1987 (as amended) or other 'sui generis' uses of a similar employment nature.

**8.49** To enable flexibility, it is recognised that non Class E(g), B2 and B8 uses can sometimes be appropriate in Employment Areas and Rural Employment Areas and can provide employment, adding to the character, mix and vitality of the area. Proposals will need to be accompanied by evidence to show that there is no reasonable prospect for the site to be used for, or converted, to another employment use within Class E(g), B2 or B8 uses. The evidence required will depend upon the scale and location of the proposal and include a comprehensive marketing campaign over a period of at least 12 months before the planning application is submitted. A judgement will be made on a case by case basis. Some uses may not be acceptable where they can either individually, or collectively, harm other policy objectives of the Local Plan. The form and nature of new employment allocations and acceptable uses are set out in the relevant site allocation policy.

**8.50** The protection of the City Centre and other designated centres for their retail function is a key objective of the Local Plan. A proliferation of Class E(a) uses in the Employment Areas could be harmful to this objective and will be resisted, with the exception of small scale proposals (in terms of floorspace) and it being ancillary in nature by supplementing the predominant employment offering within the Employment Area.

**8.51** Where the Council receives an application for redevelopment or change of use, proposals should demonstrate their continued employment function and not be detrimental to the wider area, neighbours or wider Strategic Priorities and Principles set out in the Local Plan.

**8.52** The impacts generated by new uses will need to be assessed in particular to their impact on neighbouring occupiers within the Employment Area and Rural Employment Area. Any use should not give rise to unacceptable conflict between uses, traffic generation, vehicle parking, noise or smells. Such impacts can adversely affect the day-to-day operation of the Employment Area and Rural Employment Area and their existing businesses.

**8.53** The function of the Employment Areas and Rural Employment Areas in Chelmsford varies from location to location and the Local Plan recognises that businesses need sufficient flexibility to enable them to function in today's economic environment. The Employment Land Review 2023 highlights some existing employment areas as being somewhat dated and that modernisation should be encouraged if opportunities arise through reuse or expansion proposals.

## 8 - Protecting and Securing Important Assets

**8.54** Measures to improve the ongoing function and general sustainability of existing employment areas so they can continue to meet needs over the Plan period and beyond may include local transport measures or other accessibility improvements that promote a choice of modes, provision for micro-energy generation where appropriate to enhance future environmental and building standards, and provision of on-site facilities and amenities to meet the needs of businesses and workforce where these are proportionate and complementary to the primary employment functions of the site. Support will also be given to appropriate measures which promote improved provision of sustainable and active travel measures to designated employment areas.

### Alternatives considered

#### **No allocation or restriction of designated Employment Areas and Rural Employment Areas for retention and let the market respond.**

The retention of sufficient and viable employment land is vital to the continued economic development of Chelmsford. The policy is suitably flexible to avoid the blanket protection of sites and respond to market signals should they arise. This option is therefore not a reasonable alternative.

### **POLICY DM5 – DESIGNATED CENTRES**

#### A) Primary Shopping Areas

**Primary Shopping Areas (PSAs) are defined for Chelmsford City Centre, South Woodham Ferrers Town Centre and The Vineyards Principal Neighbourhood Centre as set out on the Policies Map. The PSA should be the focus for retail, other main town centre uses, and commercial, business and service uses falling within Use Class E, where proposals:**

- i Sustain and enhance the vitality of the centre;**
- ii Attract vibrancy, activity and generate pedestrian footfall to the centre;**
- iii Are compatible with surrounding uses;**
- iv Do not result in adverse amenity impacts;**
- v Provide an active frontage at ground floor level;**
- vi Are readily accessible by the public from the front;**
- vii Make a positive contribution to the townscape of the centre;**
- viii Would not create small token units through sub-division; and**
- ix Do not harm the character and function of the centre.**

**In addition, proposals within Chelmsford City Centre Primary Shopping Area within Chelmsford City Centre should contribute towards the objectives of Strategic Policy S17 Future of Chelmsford City Centre.**

**On upper floors, proposals for separate units of retail, other main town centre uses, commercial, business and service uses falling within Use Class E, and residential accommodation will be supported provided that a separate access from the ground floor is maintained or created, a separate recycling and waste store is provided, and the use does not prejudice the viability of the ground floor use.**

**Changes of use to residential will not be permitted on the ground floor within Primary Shopping Areas.**

### **B) Chelmsford City Centre and South Woodham Ferrers Town Centre**

**Within the Chelmsford City Centre area and South Woodham Ferrers Town Centre area outside of Primary Shopping Areas (PSAs), as defined by the centre boundaries on the Policies Map, the Council will support a more diverse range of uses, including main town centre uses, commercial, business and service uses falling within Use Class E, residential, employment, education and community uses, where proposals:**

- i Complement the character and function of the centre;**
- ii Make a positive contribution to improving the vitality and viability of the centre;**
- iii Encourage a diversity of uses in the centre; and**
- iv Support a high-quality and accessible environment in the centre.**

### **C) Principal Neighbourhood Centres and Local Centres**

**Within Principal Neighbourhood Centres and Local Centres outside of Primary Shopping Areas (PSAs), as shown on the Policies Map, proposals will be supported which enhance their retail offer and service role in providing for the day to day needs of the area, and improve the centre's vitality and viability.**

**On upper floors, proposals for separate units of retail, office, tourism, leisure, cultural, community or residential accommodation will be supported provided that a separate access from the ground floor is maintained or created, a separate recycling and waste store is provided, and the use does not prejudice the viability of the ground floor use.**

**Changes of use to residential will not be permitted on the ground floor.**

## **Reasoned Justification**

### **Primary Shopping Areas**

**8.55** Town and city centres will continue to evolve to meet the needs and demands of their changing populations and customers over the plan period. Alongside the ongoing growth of online shopping, the impact of the Covid 19 pandemic has resulted in a shift in footfall alongside spending habits. A wider range of uses will therefore be encouraged including leisure, culture, entertainment and retail uses in order to maintain the attractiveness of our town and city centres and enhance the range of services they offer.

**8.56** The Council recognises that permitted development rights allow some Class E Uses (such as small shops, restaurants, offices and gyms) to convert to residential and other uses without requiring full planning permission. This involves a 'prior approval' process, and the Local Planning Authority can consider impacts of the proposed change and may resist proposals which would result in adverse impacts upon town or city centre environments or other areas. Where full planning permission is required, development proposals will need to demonstrate how they address the criteria within this policy and other relevant policies in the Plan including Strategic Policy S17 for proposals within Chelmsford City Centre.

## 8 - Protecting and Securing Important Assets

**8.57** The Policies Map defines the extent of the Chelmsford City Centre and South Woodham Ferrers Town Centre as well as all the designations covered by this policy.

**8.58** The Primary Shopping Areas of Chelmsford City Centre, South Woodham Ferrers Town Centre and The Vineyards Principal Neighbourhood Centre are intended primarily for retail, commercial, business and services falling within Use Class E, and other main town centre uses such as leisure, cultural, entertainment, pubs and restaurants. These uses are important for community needs and local economic vitality. The policy seeks to support a diversity of uses within Primary Shopping Areas which strengthen a centre's vitality and viability and increase a competitive and attractive offer that will appeal to a range of users including shoppers, visitors and workers.

**8.59** Within Primary Shopping Areas residential development will be supported at first floor level and above, as such uses can play an important role in ensuring the vitality and viability of centres, bringing people into the town or area at different times of the day, increasing footfall and supporting a more vibrant evening and night-time economy. Provided residential uses does not detract from the function of a Primary Shopping Area, inclusion or introduction of residential uses to upper floors also gives communities easier access to a range of services and facilities. Development proposals will be supported where they can be independently accessed from the ground floor, and they would not prejudice the uses below.

**8.60** Residential uses at ground floor level within Primary Shopping Areas would be harmful to the overall vitality of the centres, both in terms of fragmenting retail and commercial uses, and also by creating incompatible living conditions for potential occupiers. The Council will therefore not support proposals for change of use of ground floor premises to residential within the Primary Shopping Areas.

### Chelmsford City Centre and South Woodham Ferrers Town Centre

**8.61** Outside of Primary Shopping Areas, including areas within the town or city centre areas, a more flexible approach to proposals will be taken to support a broader range of uses including residential and community uses (such as libraries, public halls, places of worship and law courts) to enhance their long term vitality and viability. This will also help to enhance the attractiveness of centres, contribute to the overall diversity of the centre offer, extend their life into the evening and provide a broader range of services for local people. These uses must be compatible with the area into which they are being introduced and must be complementary to the function of the wider area.

**8.62** The Principal Neighbourhood and Local Centres are shown on the Policies Map. These are groups of ground floor units that currently have a range of uses that serve day-to-day local needs. Not all residents live within easy reach of the main centres of Chelmsford and South Woodham Ferrers and rely on the services and facilities that are provided in these centres. The Council will seek to retain the retail function of these frontages, whilst also accepting that other uses may provide a balanced offer to the community they serve and ensure the continued viability and vitality of the frontage as a whole. This may include evening uses which contribute to a positive mix of uses to serve the community.

**8.63** The productive use of upper floors, including residential, is encouraged in order to make best use of Principal Neighbourhood Centres and Local Centres. Proposals will be supported where they can be independently accessed from the ground floor and they would not prejudice the uses below.

### All Designated Centres

**8.64** The 2023 Retail Capacity Study Update identifies opportunities for new investment in designated centres through the amalgamation or sub-division of existing units and workspaces. This can help to attract new operators and formats, and support the vitality and viability of centres. Any such development proposal should not result in an adverse loss of overall floorspace or create small token units which may not offer sufficient retail floor space, staff facilities or storage area for stock and which will only suit a minority of occupiers. These may be a by-product of sub-dividing a larger unit or could be proposed in their own right. These units gradually undermine the retail character of the frontage and could lead to prolonged periods of vacancy due to their limited appeal to the wider retail market.

**8.65** The 2023 Retail Capacity Study Update also identifies development opportunities within designated centres for complementary initiatives and meanwhile uses. Meanwhile or temporary uses in long-term vacant and underutilised units or workspaces (defined as being vacant for 18 months or longer) can be used by occupiers to test out new uses and to reduce costs. They can also provide flexible, low-cost space for business start-ups, small and medium sized enterprises (SMEs), and community groups. As such, meanwhile uses provide an opportunity to fill vacant units and premises over a short duration, and have the potential to diversify and reinvigorate centres. The Council will consider the suitability of meanwhile or temporary uses against the tests of Policy DM5 and Strategic Policy S17.

**8.66** Long term vacant or underutilised units and workspaces are considered more suitable for meanwhile uses, as other short term vacant spaces can be part of the normal churn of the centres and re-occupied by new businesses on standard leases relatively quickly. Meanwhile uses will be secured by planning condition and would not constitute a use that would re-start the clock on the requirement for an 18 month vacancy period, in order to ensure that property owners are not discouraged from exploring such uses.

**8.67** Proposals for complementary initiatives in designated centres, such as the construction of click and collect 'hubs' or lockers and the use of outdoor space for public events, will be supported where it can be demonstrated that they will enhance the vitality and viability of the centre and not give rise to unacceptable impacts on residential amenity and the transport network, or restrict accessibility.

### Alternatives Considered

**Not to designate Primary Shopping Areas and designated centres as set out in the retail hierarchy, and let the market respond.**

These designations are required to accord with the NPPF, to protect the vitality and viability of the area's designated centres and to identify uses that will be considered acceptable in these areas. This option, therefore, is not a reasonable alternative.

### Protecting the Countryside

**8.68** For the purposes of all relevant policies of the Local Plan, the term Countryside includes the Green Belt, the Green Wedge and the Rural Area. All of these designations are defined on the Policies Map. The Green Wedge overlays both the Green Belt and the Rural Area.

#### **POLICY DM6 – NEW DEVELOPMENT IN THE GREEN BELT**

**Within the Green Belt, inappropriate development will not be approved except in very special circumstances.**

##### **A) New buildings**

**Planning permission will be granted for the following exceptions to inappropriate development:**

- i buildings for agriculture and forestry;**
- ii provision of appropriate facilities for outdoor sport, outdoor recreation and cemeteries as long as it preserves the openness of the Green Belt;**
- iii infilling in accordance with Policy DM9;**
- iv limited affordable housing for local needs in accordance with Policy DM2;**
- v extensions or alterations to buildings in accordance with Policy DM11;**
- vi redevelopment of previously developed land in accordance with Part B of this Policy;**
- vii replacement buildings in accordance with Part C of this Policy.**

##### **B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)**

**Where the proposal would contribute to meeting an identified affordable housing need, planning permission will be granted where the proposed development does not cause substantial harm to the openness of the Green Belt.**

**For all other proposals, planning permission will be granted where the proposed development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use and/or development. The Council will assess the development based on the following:**

- i the size, scale, massing and spread of the new development compared to the existing; and**
- ii the visual impact of the development compared to the existing; and**
- iii the activities/use of the new development compared to the existing; and**
- iv the location of the site is sustainable and appropriate to the type of development proposed.**

##### **C) Replacement buildings**

**Planning permission will be granted for the replacement of a building provided that:**

- i the existing building being replaced is of permanent and substantial construction; and**

- ii the new building is in the same use as the existing; and
- iii the new building is not materially larger than the one it replaces; and
- iv the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.

### D) Local transport infrastructure

Planning permission will be granted for local transport infrastructure which can demonstrate a requirement for a Green Belt location and would preserve the openness of the Green Belt and not conflict with its purposes.

### Reasoned Justification

**8.69** Over one third of the Council's area falls within the Green Belt, which has checked the unrestricted growth of London. In addition, the Green Belt has also prevented the expansion of urban Chelmsford towards the south west. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.

**8.70** Inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

**8.71** New buildings in the Green Belt will be strictly controlled. The NPPF outlines the types of development that are not inappropriate and this includes agricultural or forestry buildings. In the assessment of these types of buildings, the Council will ensure that they are proportionate in size and scale in relation to their intended use, and evidence may need to be provided in order to demonstrate the needs of the agricultural holding for the development proposed. Local transport infrastructure is defined as being infrastructure that must be situated (and demonstrated as such) in the location proposed, such as a Park and Ride facility or new roads and bridges.

**8.72** Buildings for outdoor sport and outdoor recreation will include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, can also be exceptions to inappropriate development. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use. Domestic stabling should be located within or adjacent to the curtilage of the dwelling they relate to.

**8.73** The Council acknowledges that due to the extent of the Green Belt in Chelmsford, there may be instances where new buildings related to community or educational uses may be proposed such as a new village hall, or new ancillary buildings related to an existing school. In accordance with the NPPF, these types of uses will be considered inappropriate development. However, the locational need for these types of uses will be given appropriate weight when considering whether there are very special circumstances that weigh in favour of the proposals.

**8.74** In considering applications for redevelopment of previously developed land, it cannot be automatically assumed that the site is suitable for the development proposed if it meets the Green Belt test of openness. For example, housing developments in isolated locations

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are unlikely to meet the sustainability objectives of the Local Plan and the NPPF, even if it is within a higher category of the settlement hierarchy. The location of a development may have spatial constraints which make it unacceptable in planning terms, such as physical barriers, proximity to local facilities and services, and access to public transport and footpath links.

**8.75** Replacement buildings are not inappropriate development but the original building must be lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the Borough of Chelmsford, and most of the Chelmsford Rural District.

**8.76** Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

**8.77** When considering the replacement of buildings, a replacement ancillary residential outbuilding will be treated as such and will not be considered in use as a dwellinghouse itself.

### **Alternatives considered**

#### **No policy, rely on NPPF.**

The policy seeks to explain in greater detail how the impact of development will be considered and provides further clarity for development types such as residential outbuildings which are a frequent development proposal for which there is limited guidance within the NPPF. Therefore, this is not a reasonable alternative.

## **POLICY DM7 – NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE**

### **A) New buildings and structures**

**Planning permission will be granted for new buildings and structures where the development does not conflict with the purposes of the Green Wedge, and is for:**

- i a local community facility where there is a demonstrated need; or**
- ii a local community facility that supports the role and function of the Green Wedge; or**
- iii agriculture and forestry or where it supports the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or**
- iv local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure where the Green Wedge location is appropriate and the benefits of which override the impact on the designation; or**
- v appropriate facilities or infrastructure to support active travel; or**
- vi appropriate facilities for outdoor sport, outdoor recreation and cemeteries; or**
- vii a rural worker's dwelling in accordance with Policy DM12; or**

- viii infilling in accordance with Policy DM9; or
- ix limited affordable housing for local needs in accordance with Policy DM2; or
- x extensions or alterations to buildings in accordance with Policy DM11; or
- xi redevelopment of previously developed land in accordance with Part B of this Policy; or
- xii replacement buildings in accordance with Part C of this Policy; or
- xiii residential outbuildings in accordance with Part D of this Policy.

### **B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)**

Planning permission will only be granted where the role and function of the Green Wedge, in maintaining open land between built-up areas, protecting biodiversity and promoting recreation, would not be materially harmed, and where the development would have no greater impact on the character and appearance of the area than the existing use and/or development. The Council will assess the development based on the following:

- i the size, scale, massing and spread of the new development compared to the existing; and
- ii the visual impact of the development compared to the existing; and
- iii the impact of the activities/use of the new development compared to the existing.

### **C) Replacement buildings**

Planning permission will be granted for the replacement of a building provided that:

- i the existing building being replaced is of permanent and substantial construction; and
- ii the new building is in the same use as the existing; and
- iii the new building would not be out of keeping with its context and surroundings, and does not result in any other harm and;
- iv the new building is not materially larger than the one it replaces.

### **D) Residential outbuildings**

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new outbuilding:

- i is located within the curtilage of the dwelling; and
- ii is ancillary in size, scale and appearance to the host dwelling; and
- iii is not self-contained independent habitable accommodation, and
- iv is well designed and in keeping with its context and surroundings, and does not result in any other harm.

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### Reasoned Justification

**8.78** The Green Wedge is a local landscape designation that recognises the crucial role of the main river valleys in providing important open green networks for wildlife, flood storage capacity, leisure and recreation and sustainable means of transport. It also has an important role in preventing settlement coalescence and maintaining a sense of place and identity for neighbourhoods. New buildings within the Green Wedge will be restricted to ensure that the openness, role and function of these landscapes are not adversely affected.

**8.79** Proposals for new buildings will be assessed to ensure that they are proportionate in size and scale in relation to their intended use. In some circumstances, such as proposals for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed.

**8.80** Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes and the benefits of which override the impact of the designation such as sewage or water connections, power sources, waste water recycling/treatment sites, electricity substations, emergency services or telecommunications, including on-site and off-site reinforcements to existing networks. Local transport infrastructure is defined as being infrastructure that must be situated in the location proposed such as a Park and Ride facility, new roads and bridges. Essential infrastructure will also be recognised as that proposed by statutory undertakers.

**8.81** Buildings for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, could also be acceptable. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use. Domestic stabling should be located within or adjacent to the curtilage of the dwelling they relate to. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site in the Green Wedge.

**8.82** Any proposals for a residential 'annex' building will need to be ancillary and proportionate in its scale to the host dwelling in terms of its use and not an independent dwelling in its own right. Such ancillary buildings will expect to share facilities such as gardens, driveway and parking with the host dwelling. Careful consideration will be given to the proposed internal and external layout and facilities proposed to be provided.

**8.83** The Council supports, in principle, the provision of new buildings for community use including educational facilities that can demonstrate a requirement for a Green Wedge location. This is likely to be due to the location of the community or facility in which it serves. These types of buildings will only be permitted where they are required to serve the immediate local community; it is not intended for "regional centre" type facilities to be located in the Green Wedge.

**8.84** Economic growth in the Green Wedge is encouraged but new buildings will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable rural business. The need for the Green Wedge location would need to be justified. The Council must be satisfied that the new building is necessary

for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses will not be permitted in the Green Wedge. This is to avoid the proliferation of new buildings which are unconnected to existing sites and uses and may result in harm to the openness and landscape character of the river valleys.

**8.85** Redevelopment of previously developed land will be permitted where the development would not have a greater impact on the characteristics and attractiveness of the landscape and the purpose of including land within the Green Wedge than the existing development and also represents sustainable development.

**8.86** Replacement buildings will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

### Alternatives considered

#### **No policy and rely on other general new building policies.**

This policy is required to ensure these local area designations are sufficiently protected. Additional criteria could be added to other policies to cover these areas, but for consistency with the approach taken towards policies being area based this approach is considered to be appropriate. Therefore, this is not a reasonable alternative.

## **POLICY DM8 – NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA**

### **A) New buildings and structures**

**Planning permission will be granted for new buildings and structures in the Rural Area where the development will not adversely impact on the identified intrinsic character and beauty of the countryside and where the development is for:**

- i a local community facility where there is a demonstrated need; or**
- ii agriculture and forestry or the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or**
- iii local transport infrastructure and other essential infrastructure or development which supports existing or potential utility infrastructure; or**
- iv appropriate facilities for outdoor sport, outdoor recreation and cemeteries; or**
- v a rural worker’s dwelling in accordance with Policy DM12; or**
- vi housing which secures the optimal viable use of a heritage asset or enabling development to secure the future of a heritage asset; or**
- vii housing which includes the re-use of redundant or disused buildings which leads to an enhancement to the immediate setting; or**
- viii an isolated dwelling which is of exceptional design quality; or**
- ix infilling in accordance with Policy DM9; or**

- x limited affordable housing for local needs in accordance with Policy DM2; or
- xi extensions or alterations to buildings in accordance with Policy DM11; or
- xii redevelopment of previously developed land in accordance with Part B of this Policy; or
- xiii replacement buildings in accordance with Part C of this Policy; or
- xiv residential outbuildings in accordance with Part D of this Policy.

### **B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary buildings)**

Planning permission will be granted where the proposed development would not result in harm to the identified intrinsic character, appearance and beauty of the area. The Council will assess the development based on the following:

- i the size, scale, massing and spread of the new development compared to the existing; and
- ii the visual impact of the development compared to the existing; and
- iii the impact of the activities/use of the new development compared to the existing; and
- iv the location of the site is appropriate to the type of development proposed.

### **C) Replacement buildings**

Planning permission will be granted for the replacement of a building provided that:

- i the existing building being replaced is of permanent and substantial construction; and
- ii the new building is in the same use as the existing; and
- iii the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.

### **D) Residential outbuildings**

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new outbuilding:

- i is located within the curtilage of the dwelling; and
- ii is ancillary in size, scale, and appearance to the host dwelling; and
- iii is not self-contained independent habitable accommodation, and
- iv is well designed and in keeping with its context and surroundings, and does not result in any other harm.

### **Reasoned Justification**

**8.87** The majority of the Council's area falls outside the Urban Areas and Defined Settlements, and where it is not Green Belt it is defined on the Policies Map as Rural Area.

**8.88** The Council will ensure that the intrinsic character and beauty of the Rural Area is recognised, assessed and, where there is material harm arising from new development it is protected.

**8.89** This policy provides some flexibility to allow rural communities and economies to thrive and prosper. This includes the sustainable growth and expansion of rural businesses and enterprises, including local shops and community facilities and services which support the rural community and serve their day-to-day needs.

**8.90** Proposals for new buildings and structures will be assessed to ensure that they are proportionate in size and scale in relation to their intended use. In some circumstances, such as proposals for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed.

**8.91** Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes and the benefits of which override any adverse impacts on the intrinsic character and beauty of the countryside such as sewage or water connections, power sources, waste water recycling/treatment sites, electricity substations, emergency services or telecommunications, including on-site and off-site reinforcements to existing networks. Local transport infrastructure is defined as being infrastructure that must be situated in the location proposed, such as a Park and Ride facility, or new roads and bridges. Essential infrastructure will also be recognised as that proposed by statutory undertakers.

**8.92** Buildings and structures for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. Cemeteries, with ancillary buildings, could also be acceptable. The size and scale of these types of development will be judged on a case-by-case basis in relation to their intended use. Domestic stabling should be located within or adjacent to the curtilage of the dwelling they relate to. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site.

**8.93** Any proposals for a residential 'annex' building will need to be ancillary and proportionate in its scale to the host dwelling in terms of its use and not an independent dwelling in its own right. Such ancillary buildings will expect to share facilities such as gardens, driveway and parking with the host dwelling. Careful consideration will be given to the proposed internal and external layout and facilities proposed to be provided.

**8.94** The Council supports the provision of new buildings for community or educational uses that can demonstrate a requirement for a Rural Area location. This is likely to be due to the location of the community or facility in which it serves. In some cases, the catchment area for the development may be wider than the immediate locality i.e. village or town. These types of wider community facilities will only be permitted where the development serves both the local area and wider catchment jointly. This will be assessed on a site by site basis.

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Community facilities and services include local shops, meeting places, sports venues (indoor and outdoor) cultural buildings, public houses and places of worship.

**8.95** Economic growth in the Rural Area is encouraged but new buildings and structures will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable business. The Council must be satisfied that the new building is necessary for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses should be closely associated with groups of existing buildings.

**8.96** Redevelopment of previously developed land will be permitted where the development would not adversely impact upon the recognised character of the area. In considering applications for redevelopment of previously developed land, it cannot be automatically assumed that the site is suitable for the development proposed if it does not harm the intrinsic character and beauty of the countryside. For example, housing developments in isolated locations are unlikely to meet the sustainability objectives of the Local Plan and the NPPF, even if it is within a higher category of the settlement hierarchy. The location of a development may have spatial constraints which make it unacceptable in planning terms, such as physical barriers, proximity to local facilities and services, access to public transport and footpath links.

**8.97** Replacement buildings will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape. The proposed replacement or rebuild must be acceptable in its setting by virtue of its siting, volume, form and scale.

**8.98** Exceptional design quality is defined as a dwelling which is truly outstanding, reflecting the highest standards in architecture; help to raise standards of design more generally in rural areas; would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.

### **Alternatives considered**

#### **No policy, rely on General Permitted Development Order and NPPF.**

There are limited requirements for these developments in non Green Belt locations and a policy to cover these clarifies the local policy situation for the Rural Area, which covers a large part of Chelmsford. Therefore, this is not a reasonable alternative.

### **POLICY DM9 – INFILLING IN THE GREEN BELT, GREEN WEDGE AND RURAL AREA**

#### **A) Green Belt**

**Planning permission will be granted for infilling in the Green Belt provided that:**

- i the site is within a village; and**
- ii the site is a small gap in an otherwise built-up frontage; and**
- iii the infilling is limited so as not to impact unacceptably on the function and purpose of the Green Belt; and**
- iv the development does not detract from the existing character or appearance of the area.**

#### **B) Green Wedge or Rural Area**

**Planning permission will be granted for infilling in the Green Wedge or Rural Area provided that:**

- i the site is a small gap in an otherwise built-up frontage; and**
- ii the development does not detract from the existing character or appearance of the area, and would not unacceptably impact on the function and objectives of the designation.**

#### **Reasoned Justification**

**8.99** Infilling is defined as filling the small gaps within existing groups of dwellings or buildings. For the purposes of this policy, a gap is normally regarded as ‘small’ if it is capable of accommodating no more than one property or building. In some circumstances, the context and character of the development pattern of the immediate area will allow for more than one property, or building, within these gaps. Each site will be assessed on a case-by-case basis.

**8.100** The Council will carefully assess the impact of any proposals for residential infilling to ensure that gaps in the development pattern which positively contribute to the existing setting of a hamlet or group of dwellings are not lost. Within the Green Belt, the proposal must be within a village in order to be consistent with the NPPF. The site context may only be considered as a village where there is a consolidated group of residential properties and not a dispersed settlement pattern. It will usually, although not exclusively, include some form of community facility or focus such as a church, village hall, shop, public house or post office. Whether or not a site is located within a village will be assessed on a site by site basis.

**8.101** A judgement needs to be made as to whether a new building would be in character with its surroundings. Buildings that are substantial in size and scale in relation to the neighbouring units either side, and would detract from the existing character of the area, will not be supported.

### Alternatives considered

#### **No policy, rely on NPPF and general design policies.**

This may be acceptable for the Green Belt locations but there is limited guidance in the NPPF on infills in other localities and it is considered that the objectives of other designations such as the Green Wedges is an important consideration as it covers the local distinctiveness of an area. Therefore, this option is not a reasonable alternative.

### **POLICY DM10 – CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS**

Planning permission will be granted for the change of use of buildings in the Green Belt where:

- i the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and
- ii the building is in keeping with its surroundings, and any alterations or extensions are proportionate in size in relation to the existing building and do not harm its original character; and
- iii the use of land within the curtilage of the building, and which is to be used in association with that building, would not result in harm to the openness of the Green Belt; and
- iv where the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Engineering operations and material changes in the use of land will be permitted within the Green Belt where they preserve openness, do not conflict with the purposes of including land in the Green Belt, and do not harm the character and appearance of the area.

#### **B) Green Wedge**

Planning permission will be granted for the change of use of buildings in the Green Wedge where:

- i the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and
- ii the building is in keeping with its surroundings, and any alterations or extensions are proportionate in size in relation to the existing building and do not harm its original character; and
- iii the use of any land within the curtilage of the building, and which is to be used in association with that building, would not conflict with the purposes of the Green Wedge designation; and
- iv the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Changes of use of land and engineering operations, including proposals which enhance the role of the Green Wedge as an active travel corridor, will be permitted where the development would not adversely impact on the role, function, character and appearance of the Green Wedge as set out in Strategic Policy S11.

### **C) Rural Area**

Planning permission will be granted for the change of use of land or buildings in the Rural Area where:

- i the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and
- ii the building is in keeping with its surroundings, and any alterations or extensions do not harm its original character; and
- iii it does not adversely impact on the identified intrinsic character, appearance and beauty of the Rural Area; and
- iv the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.

In addition to criteria i to iv above, where the proposed use is for a dwelling or dwellings, the building must have been constructed more than ten years ago.

Engineering operations will be permitted within the Rural Area where they do not adversely impact upon the identified intrinsic character, appearance and beauty of the Rural Area.

### **Reasoned Justification**

**8.102** The Council recognises that the re-use and adaptation of existing buildings in the countryside can provide opportunities for residential, commercial and industrial development. In order to avoid abuse of this policy, the building/s should be permanent and not require substantial reconstruction. A structural survey will be required to be provided in order to demonstrate that the structure is capable of conversion without rebuild or creation of new structural elements.

**8.103** Within the Green Belt and Green Wedge, any alteration or extension included as part of a change of use will require careful scrutiny in order to ensure that it is not disproportionate in relation to the existing building. Proportionate should be assessed in the context of footprint, height and volume.

**8.104** Buildings will normally have an identified curtilage. It is important to consider how the curtilage may alter as part of the change of use to the host building; for example, through storage or domestication. In the Green Belt, the Council will be mindful about the impact on openness. In the Green Wedge, the ancillary use of the land should not conflict with the purpose of the designation. In the Rural Area, the critical aspect will be identifying the intrinsic character and making a judgement as to whether an adverse impact would result.

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**8.105** The 10 year period for conversions to dwellings is included in order to prevent misuse of the policy. The building must have been originally constructed and used for the purpose intended and not with a view of re-using it in the future for another use.

**8.106** Development which supports the role of the Green Wedge as an active travel corridor includes proposals which facilitate greater use of all other active modes of travel, including leisure travel and horseback, through the Green Wedge.

### **Alternatives considered**

#### **No policy, rely on NPPF.**

This may be acceptable for the Green Belt locations but there is limited guidance in the NPPF on such operations in other localities and it is considered that the objectives of other designations such as the Green Wedge is an important consideration as it covers the local distinctiveness of an area. Therefore, this is not a reasonable alternative.

### **POLICY DM11 – EXTENSIONS TO EXISTING BUILDINGS WITHIN THE GREEN BELT, GREEN WEDGE AND RURAL AREA**

#### **A) Green Belt**

**Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Belt and the extension or alteration would not:**

- i result in disproportionate additions over and above the size and scale of the original building; and**
- ii be out of keeping with its context and surroundings or result in any other harm.**

#### **B) Green Wedge**

**Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Wedge and the extension or alteration would not:**

- i be disproportionate in size and scale in relation to the existing building; and**
- ii be out of keeping with its context and surroundings or result in any other unacceptable harm; and**
- iii conflict with the purposes of the Green Wedge designation.**

#### **C) Rural Area**

**Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Rural Area and the extension or alteration would not:**

- i be out of keeping with its context and surroundings and does not result in any other unacceptable harm; and**
- ii adversely impact on the identified intrinsic character and beauty of the Rural Area.**

### Reasoned Justification

**8.107** Extensions and alterations to buildings can result in significant changes to their appearance and the impact they have on the surrounding countryside. An alteration may include changes to fenestration, materials and external features. For the avoidance of doubt, buildings include residential dwellings, and all buildings must be substantially intact and have a reasonable remaining life.

**8.108** Other harm can include, but is not limited to: visual intrusion, noise, activity, light pollution and use.

#### A) Green Belt

**8.109** The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. Whilst extensions or alterations to buildings within the Green Belt are not inappropriate development, this is subject to meeting the objectives of Green Belt policy.

**8.110** Extensions or alterations must not result in disproportionate additions over and above the size of the original building. Original building means that as built at 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the Borough of Chelmsford, and most of the Chelmsford Rural District.

**8.111** Detached outbuildings in close proximity to the host dwelling may in some cases be considered as extensions where the property may currently be deficient in an outbuilding to serve its domestic needs, for example - a detached garage. When determining whether an outbuilding in the Green Belt can be considered as an extension, matters for consideration will include its use, siting, form, size, scale, and proximity to the host dwelling.

#### B) Green Wedge

**8.112** The role of the main river valleys will be protected and enhanced as a multi-faceted landscape for its openness and preventing settlement coalescence and its function as an important green network for wildlife, leisure and recreation. Some parts of the Green Wedge may also fall within the Green Belt. In these cases, the objectives and purpose of the Green Belt will still apply; Green Belt is a national designation, subject to national policies and will still be given full weight in planning decisions. The Green Wedge also covers parts of the designated Rural Area and in these cases the proposal will need to conform with both Parts B and C of the policy.

#### C) Rural Area

**8.113** Much of the Council's area falls within the Rural Area which is very attractive and has a traditional rural appearance with long unbroken views. In assessing the intrinsic character and beauty of the Rural Area, the Council will make a judgement on a site-by-site basis. The Council will support rural communities. This includes the sustainable growth and expansion of existing and authorised rural businesses, such as shops, public houses and restaurants, tourist attractions, agriculture and diversification, offices and community uses where that expansion would not adversely impact on the identified character and beauty of the area.

### Alternatives considered

#### **No policy, rely on the General Permitted Development Order and NPPF.**

This may be acceptable for the Green Belt locations but there is limited guidance in the NPPF on such operations in other localities and it is considered that the objectives of other designations such as the Green Wedges is an important consideration as it covers the local distinctiveness of an area. This option therefore, is not a reasonable alternative.

#### **Set more prescriptive size thresholds for extensions.**

This would not necessarily reflect the local distinctiveness of an area by taking into account local features and the character of the area. Therefore, this is not a reasonable alternative.

### **POLICY DM12 – RURAL AND AGRICULTURAL/FORESTRY WORKERS' DWELLINGS**

**Planning permission will only be granted for a new dwelling or caravan in the Green Belt where there is a proven essential need for the purposes of agriculture or forestry, and very special circumstances which clearly outweigh the harm to the Green Belt and any other harm.**

**Planning permission will be granted for a new dwelling or caravan in the Green Wedge or Rural Area where there is a proven essential need for the purposes of agriculture or forestry, horse breeding and training, livery or other land-based rural business.**

#### **A) Temporary accommodation**

**For applications for temporary accommodation, the following criteria must be met:**

- i it can be demonstrated that the business can sustain the full-time worker directly employed by the business at minimum wage; and**
- ii it can be demonstrated that there is a functional need for the proposed accommodation which cannot be met by existing suitable accommodation available in the area, or by rearranging duties and responsibilities between workers; and**
- iii the need cannot be met by re-using, extending or adapting an existing building on the holding; and**
- iv the proposed accommodation is located within or adjacent to the existing farm complex of buildings or other dwellings on the holding; and**
- v the size of the accommodation relates to the needs of the rural worker to be employed under his or her current situation.**

#### **B) Permanent accommodation**

**In addition to compliance with the above Part A) permanent accommodation will only be permitted where the unit and the agricultural/rural business have been established for at least 3 years, it can be demonstrated that the business has been profitable for at least one of them, is currently financially sound and has a clear prospect of remaining so.**

**In all cases, (temporary and permanent accommodation) conditions will be attached to any permission removing permitted development rights and limiting the occupancy to that required for the business concerned.**

### **C) Removal of Occupancy conditions on existing dwellings**

**Planning permission will be granted for the removal of a restrictive agricultural/rural worker occupancy condition on a dwelling only where:**

- i comprehensive evidence has been submitted to show that the property, including all of its land and buildings that form part of the holding, has been marketed for sale or rent for a minimum period of 12 months at a market price to reflect the occupancy condition, and confirmation of a lack of interest; and**
- ii it is evidenced that there is no long-term need for an agricultural/rural workers dwelling in the locality; and**
- iii the dwelling was not constructed or converted for the purposes of an agricultural or rural worker less than 10 years prior to the submission of the application to remove the occupancy condition.**

### **Reasoned Justification**

**8.114** One of the few circumstances where a new dwelling within the countryside may be justified is when accommodation is required to enable agricultural or rural workers to live at, or in the immediate vicinity of, their place of work. Such a need must be essential, and to prevent the misuse of this policy the Council requires any proposal for a new agricultural/rural workers dwelling to meet all the criteria set out within the policy.

**8.115** Where possible, development on the best and most versatile agricultural land should be avoided. The re-use of existing buildings or building on previously developed land within a site should be prioritised before considering the loss of Grade 2 and Grade 3 agricultural land. Grade 3b agricultural land should be prioritised for development over higher grade land wherever possible.

**8.116** In the case of a new start-up business, the Council will only allow the provision of temporary accommodation for use by a rural or agricultural worker for a temporary period of up to 3 years. This would normally take the form of a caravan/mobile home. This is to enable sufficient time for the business to be able to demonstrate that it is viable and profitable. If after a period of 3 years this cannot be demonstrated, permission will not be granted for either an extension to the temporary period or for a permanent dwelling.

**8.117** If the business is able to demonstrate an essential need for a permanent dwelling in accordance with all of the criteria of the policy, the size and scale of the dwelling shall be related to the needs of the employee based upon their existing domestic circumstances. If in the future the circumstances of the occupier change, the Council will assess the need for any adaptation or extension of the dwelling on its individual merits.

**8.118** When considering planning applications to remove restrictive occupancy conditions, the Council recognises that changes in the scale and character of a business may affect the longer-term requirement for dwellings in the countryside for their original purpose. The Council also recognises that it would fulfil no purpose to keep such dwellings vacant, or that existing

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occupiers should be obliged to remain in occupation simply by virtue of a planning condition that has outlived its usefulness. The Council will expect applications for the removal of an occupancy condition to demonstrate that there is no long-term need for an agricultural dwelling in the locality.

**8.119** The Council will also bear in mind that such dwellings could be used by agricultural and forestry or rural workers seeking accommodation within the wider surrounding area. It must be demonstrated to the Council's satisfaction the availability of a dwelling subject to an occupancy condition has been effectively marketed to likely interested parties in the area concerned, and that no interest has been shown regarding purchase or occupation of the dwelling by those working in the local agricultural community. The Council will make a judgement on the adequacy of the marketing exercise on a case-by-case basis.

### Alternatives considered

**No policy, rely on the General Permitted Development Order and NPPF.**

The level of detail included within this policy is not set out in either of these. Without the inclusion of a detailed policy there is no guidance as to what circumstances justify such a dwelling, which would ordinarily be contrary to countryside and Green Belt policy. Therefore, this is not a reasonable alternative.

## Protecting the Historic Environment

**8.120** This Section provides policies which cover the historic environment. Policy S3 outlines the strategic approach to the historic environment. Relevant policies of the Local Plan are separated into designated and non-designated assets, to represent the distinction within the NPPF.

### **POLICY DM13 – DESIGNATED HERITAGE ASSETS**

**A) The impact of any development proposal on the significance of a designated heritage asset or its setting, and the level of any harm, will be considered against any public benefits arising from the proposed development. Where there is substantial harm or total loss of significance of the designated heritage asset, consent will be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss; or all of the following apply:**

- i the nature of the heritage asset prevents all reasonable uses of the site; and**
- ii use of the asset is not viable in itself in the medium term, or not demonstrably possible in terms of grant funding; and**
- iii the harm or loss is outweighed by bringing the site back into use.**

**Where there is less than substantial harm to the heritage asset this will be weighed against the public benefits of the development proposal, including securing the optimum viable use of the heritage asset.**

The Council will take account of the desirability of sustaining and enhancing the significance of heritage assets and the positive contribution that conservation of heritage assets can make to sustainable communities, local character and distinctiveness.

### B) Listed Buildings

In addition to Part A) the Council will preserve Listed Buildings and will permit proposals where:

- i any extension/alteration would not adversely affect its significance as a building of special architectural or historic interest, both internally and externally; and
- ii development within the setting of a listed building would not adversely affect the significance of the listed building, including views to and from the building, landscape or townscape character, land use and historic associations; and
- iii any change of use would preserve its significance as a building of special architectural or historic interest and ensure its continued use.

### C) Conservation Areas

In addition to Part A) development will be permitted in Conservation Areas where:

- i the siting, design and scale would preserve or enhance the character or appearance of the area; and
- ii building materials and finishes are appropriate to the local context; and
- iii features which contribute to the character of the area are retained; and
- iv important views are preserved.

Development involving demolition or substantial demolition will only be granted if it can be demonstrated that:

- v the structure to be demolished makes no contribution to the special character or appearance of the area; or
- vi it can be demonstrated that the structure is beyond repair or incapable of beneficial use; or
- vii the substantial public benefit would outweigh the harm; or
- viii it can be demonstrated that the removal of the structure would lead to the enhancement of the Conservation Area.

### D) Registered Parks and Gardens

Development proposals should protect Registered Parks and Gardens and their settings. Harm should be assessed in accordance with the tests within Part A) of this policy.

### E) Scheduled Monuments

Development proposals should protect Scheduled Monuments and their settings. Harm should be assessed in accordance with the tests within Part A) of this policy.

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### Reasoned Justification

**8.121** When considering proposals affecting listed buildings, local authorities have a statutory duty to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest. There is a clear presumption against proposals for the total or substantial demolition of any listed building, or for any alteration or extension that would adversely affect its special architectural or historic character. Proposals which affect the setting of a listed building will also be critically assessed. Any harm to a designated heritage asset will require clear and convincing justification. Any loss of the whole or part of the heritage asset will not be permitted without taking all reasonable steps to ensure the new development will proceed after the loss has occurred. The setting of a building and its contribution to a local scene may be very important; for example, where it forms an element in a group, park or garden or other townscape, or where it shares particular architectural forms or details with other buildings nearby.

**8.122** The best use for an historic building is the use for which it was designed. Wherever possible, this should continue particularly if it is residential use. However, there may be occasions when this is no longer a practical proposition. The Council will consider the introduction of appropriate alternative uses for redundant listed buildings as an exception to other planning policies, provided it is the only way to preserve or enhance the special architectural and historic character or structure of the building and its setting, and it does not adversely affect amenities, highway safety, etc. In this context, a change of use can adversely affect the setting of a building through the extra activity it generates; for instance, through increased on-site car parking, even if it does not affect the external appearance of the building itself. It will not be sufficient to justify such a development merely on the basis that the proposed use will generate a higher property value or increased revenues.

**8.123** The character of an area derives from a number of elements; these can include the siting and design of its buildings, open spaces, views and features such as walls, landscape, materials and the activities that take place there. Careful consideration of the setting within Conservation Areas includes judging the acceptability of materials and finishes to either respect or complement the area. The very designation of the Conservation Area denotes architectural or historic interest; it is therefore justified that as many as possible important features remain. The most important views in a Conservation Area are those within the designated area, but proposals should also respect how the area is viewed from outside of the designated area. An incremental adverse change to the Conservation Area could result in a reduction in the designated area.

**8.124** Development affecting areas designated as Registered Parks and Gardens will be assessed against the likely impact of such development on their visual character and setting.

**8.125** The Council will seek to ensure that new development proposals do not adversely affect the historic or archaeological importance of a Scheduled Monument.

### Alternatives considered

#### **No policy, rely on NPPF.**

This would not cover the main objectives of the policy in terms of how to identify and assess heritage significance, and weighing up any harm against public benefits. Therefore, this is not a reasonable alternative.

### **Merge all historic environment policies into one.**

This would dilute the importance and distinction between designated and non-designated heritage assets. Having multiple policies provides greater clarity on the different considerations required for such assets. Therefore, this option is not a reasonable alternative.

### **POLICY DM14 – NON-DESIGNATED HERITAGE ASSETS**

**Proposals will be permitted where they retain the significance of a non-designated heritage asset, including its setting. Where proposals would lead to harm to the significance of a non-designated heritage asset or its loss, proposals should demonstrate that:**

- i the level of harm or loss is justified following a balanced judgement of harm and the significance of the asset; and**
- ii harm is minimised through retention of features of significance and/or good design and/or mitigation measures.**

### **Reasoned Justification**

**8.126** The focus of the policy is based on the protection and retention of non-designated heritage assets, as identified on the Council's Buildings of Local Value List, Inventory of Landscape of Local Interest and Protected Lanes Studies. The aim is to avoid or minimise harm and weigh up any harm against the loss of significance. Where harm is justifiably unavoidable in most cases it should be possible to retain some aspect of significance. The Council may also have regard to consideration of an asset based upon the NPPF guidance, in determining whether something is a non-designated heritage asset for the purposes of a planning application.

### **Alternatives considered**

#### **No policy, rely on NPPF.**

This would not cover the main objectives of the policy in terms of how to identify and assess heritage significance, and weighing up any harm against public benefits. Therefore, this option is not a reasonable alternative.

#### **Merge all historic environment policies into one.**

This would dilute the importance and distinction between designated and non-designated heritage assets. Having multiple policies provides greater clarity on the different considerations required for such assets. Therefore, this option is not a reasonable alternative.

### **POLICY DM15 – ARCHAEOLOGY**

**Planning permission will be granted for development affecting archaeological sites providing it protects, enhances or preserves sites of archaeological interest and their settings. Applications shall have assessed the site in consultation with the Historic Environment Record and taken account of the archaeological importance of those remains, the need for the development, the likely extent of any harm, and the likelihood of the proposal successfully preserving the archaeological interest of the site by record.**

#### **Reasoned Justification**

**8.127** Chelmsford contains numerous sites of archaeological importance. There are 2,503 archaeological sites detailed in the Essex Historic Environment Record, maintained by Essex County Council. They constitute a finite and non-renewable resource and are in many cases highly fragile and vulnerable to damage and destruction. Many locations have sites that may have archaeological potential but have no statutory protection. They rely on the sympathetic application of planning and management policies for their survival and protection.

**8.128** When new sites of archaeological importance are identified, the Council will ensure that they are afforded appropriate protection and, where possible, retained in situ. Where retention is not possible, archaeological investigation and recording either through conditions or as part of a planning obligation will be required. Where a non-designated archaeological site is of similar national significance to a Scheduled Monument, Policy DM13 will apply.

#### **Alternatives considered**

##### **No policy, rely on NPPF.**

The NPPF does not go into the level of detail as to how applications affecting archaeological sites will be considered. This policy provides greater clarity. Therefore, this is not a reasonable alternative.

## Protecting the Natural Environment

### **POLICY DM16 - PROTECTION AND PROMOTION OF ECOLOGY, NATURE AND BIODIVERSITY**

#### **A) Internationally Designated Sites**

Developments that are likely to have an adverse impact (either individually or in combination with other developments) on European Designated Sites must satisfy the requirements of the Habitats Regulations, determining site specific impacts and avoiding or mitigating against impacts where identified.

Where appropriate, contributions from qualifying residential developments within the Zones of Influence as defined in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS) will be secured towards mitigation measures identified in the RAMS.

#### **B) Nationally Designated Sites**

Development proposals within or outside a SSSI, likely to have an adverse effect on a SSSI (either individually or in combination with other developments), will not be permitted unless, on an exceptional basis, the benefits of the development clearly outweigh both the adverse impacts on the features of the site and any adverse impacts on the wider network of SSSIs.

#### **C) Locally Designated Sites**

Development likely to adversely affect locally designated sites, their features or their function as part of the ecological network, will only be permitted where the need and benefits of the development clearly outweigh the loss and the coherence of the local ecological network is maintained.

#### **D) Biodiversity and Geodiversity in Development**

Unless exempt, development proposals:

- i Should conserve and enhance the network of habitats, species and sites (both statutory and non-statutory, including priority habitats and species) of international, national and local importance commensurate with their status and give appropriate weight to their importance; and
- ii Should incorporate measures and features into the design of new buildings, extensions or renovations to increase biodiversity; and
- iii Should avoid negative impacts on biodiversity and geodiversity, adequately mitigate unavoidable impacts and as a last resort compensate for residual impacts; and
- iv Must provide a minimum 10% biodiversity net gain (20% on Chelmsford Garden Community and East Chelmsford Garden Community) above the existing ecological baseline value of the site, or subsequent government standard, to be calculated and reported in accordance with local and national best practice guidance prevailing at the time of the application, and to be secured for a minimum of 30 years after completion.

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**Applications for engineering and other operations, and change of use in order to create biodiversity sites in appropriate locations, including sites associated with the Local Nature Recovery Strategy, will be supported.**

### **Reasoned Justification**

**8.129** The presence of protected species is a material consideration when the Council is considering a development proposal which, if carried out, would be likely to result in harm to the species or its habitat. When considering planning applications it is essential that the presence or otherwise of protected species and the extent that they may be affected by the development is established before planning permission is granted.

**8.130** Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats unless the need for and benefits of the development in that location clearly outweigh the loss, or appropriate mitigation measures can be put in place. On Internationally Designated Sites mitigation may involve providing or contributing towards a combination of the following measures:

- Access and visitor management measures within a site
- Improvement of existing greenspace and recreational routes
- Provision of alternative natural greenspace and recreational routes
- Monitoring of the impacts of new development on the site to inform the necessary mitigation requirements and future refinement of any mitigation measures
- Insert other potential mitigation measures to address air pollution impacts e.g. emission reduction measures and on site management measures.

**8.131** The Essex Recreational disturbance Avoidance and Mitigation Strategy Document (RAMS) was adopted in 2019 and the SPD was adopted in 2020. The Essex Coast RAMS, which has the brand name Bird Aware Essex Coast, aims to deliver the mitigation necessary to avoid adverse effects on the integrity of habitats sites from the in-combination impacts of residential development in Essex. The Essex Coast RAMS identifies a detailed programme of strategic avoidance and mitigation measures which are to be funded by developer contributions from all qualifying residential development within the Zones of Influence as defined in the adopted RAMS.

**8.132** For development effecting Nationally Designated Sites, proposals will need to take account of the Chelmsford Green Infrastructure Strategic Plan, Local Nature Recovery Strategy (LNRS), and the Essex Green Infrastructure Strategy. Where necessary, appropriate mitigation measures may include new residential development contributing towards implementation of the objectives and targets in these documents.

**8.133** The NPPF states that plans should promote enhancement of ecological networks and recovery of priority species. Priority habitats and species are those listed under the Natural Environment and Rural Communities Act 2006, or any subsequent amendment to this Act and include priority bird species, bats and reptiles.

**8.134** The design of a development will be expected to incorporate beneficial biodiversity features, such as swift boxes, bat or bird boxes, swift, bat and bee bricks, green roofs, passageways to prevent access to roadways, wildlife kerbs, and gaps in bases of garden fences to facilitate the movement of native wildlife or the creation and connection of wildlife

corridors through landscaping or other means. New water features such as attenuation ponds that can provide new wetland areas, and removal of redundant in-channel structures and culverts, can also create and restore wildlife habitats. Developments adjacent to main rivers should take opportunities to improve water related biodiversity through a variety of initiatives including buffer strips, riparian tree planting, alien species removal and increasing in-channel morphology diversity. The location and specification of biodiversity features should be designed with input from a qualified ecologist and be integrated within the fabric of the building to ensure longevity.

**8.135** Relevant development proposals will be required to complete the Council's Biodiversity Checklist. Where there is the potential for the presence of protected species and/or habitats, a relevant ecological survey shall be undertaken by a suitably qualified ecologist. The development proposal should be informed by the results of the checklist, any relevant survey and apply the mitigation hierarchy and have regard to the Council's Green Infrastructure Strategic Plan and the Essex Green Infrastructure Strategy.

**8.136** In line with the Environment Act 2021 all development proposals (except where exemptions apply) will be required to provide a minimum of 10% biodiversity net gain above the ecological baseline for the application site. This is to ensure that the environment is left in a better state than before the development. However, where it is possible to achieve, the Council will encourage the delivery of a greater than 10% biodiversity net gain. In line with policies SGS6 and SGS16a, a minimum of 20% biodiversity net gain will be required for Chelmsford Garden Community and East Chelmsford Garden Community.

**8.137** Proposals for biodiversity net gain must be acceptable to the Council in terms of design and location, take into account local priorities set out in the LNRS which guides the delivery of biodiversity net gain projects in Essex, the Essex Green Infrastructure Strategy and the Chelmsford Green Infrastructure Action Plan, and be informed by a comprehensive understanding of habitats and species associated with the site.

**8.138** Planning applications must be supported by a Biodiversity Net Gain Plan and supporting reports with information to demonstrate how a minimum of 10% biodiversity net gain (or 20% for sites SGS6 and SGS16a) will be achieved, implemented, managed and maintained. These should be carried out by suitably qualified professionals and use the most up-to-date Department of Environment, Farming and Rural Affairs (DEFRA) Biodiversity Metric Calculators, in order for the level of biodiversity value before and after a development takes place to be clearly measured. Proposals for biodiversity net-gain will be required to demonstrate the application of the mitigation hierarchy to ensure harm is avoided in the first instance. Loss or damage to irreplaceable habitats cannot be offset to achieve a net gain.

**8.139** The Biodiversity Net Gain Plan must include a costed long-term management and maintenance plan to include enough funding to last for a minimum period of 30 years after completion of the development. However, the Council will aim, where possible, to secure biodiversity net gain for the life-time of the development. This is in recognition of the climate and ecological emergency and of the wider long-term benefits that biodiversity net gain provides on improving health and well-being of local communities and improving the natural environment of the Council's administrative area.

**8.140** The Council expects the requirements for biodiversity net gain to be provided within the application site boundary to ensure biodiversity in new development and to prevent the removal of biodiversity in developed areas. Only if it can be clearly demonstrated that

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biodiversity net gain cannot be adequately achieved on-site, off-site provision or a financial contribution towards Biodiversity Credits to an off-site BNG scheme will be considered as a last resort. Off-site measures will be expected to be in reasonable proximity to the development, strategically located for nature conservation and be informed by local and national guidance and data including the LNRS, the Essex Infrastructure Strategy and Chelmsford Green Infrastructure Action Plan. This is to ensure that habitats do not become fragmented and the users of the new development are able to benefit from being close to nature. Off-site provision should be discussed in advance with the Council and where appropriate with the Essex Local Nature Partnership.

**8.141** Biodiversity net gain proposals will be secured by condition and/or legal agreement. This will include a requirement to cover the Council's costs associated with the long-term monitoring of the biodiversity net gain proposals, with reports provided to the Council by developers for inclusion in the Authority Monitoring Report and BNG reporting.

**8.142** Further information on the implementation of biodiversity net gain will be set out in a Biodiversity Net Gain Planning Advice Note. Ahead of this the Council will refer to the latest national best practice guidance including 'Biodiversity Net Gain – Good Practice principles for development, a practical guide' (CIEEM, CIRIA, IEMA, 2019) and British Standard BS42020 'Biodiversity-Code of Practice for Planning and Development', or subsequent revisions.

### Alternatives considered

#### **No policy, rely on NPPF.**

The NPPF does not go into the level of detail as to how applications should aim to conserve and enhance biodiversity. This policy and its reasoned justification provides greater clarity. This option is therefore not a reasonable alternative.

#### **Require at least 20% Biodiversity Net Gain for all major developments.**

There is no current evidence to demonstrate that exceeding the statutory minimum will be deliverable in all circumstances. This option is therefore not a reasonable alternative.

## **POLICY DM17 –TREES, WOODLAND AND LANDSCAPE FEATURES**

### **A) Protected Trees and Woodland**

**Planning permission will be granted for development proposals that do not result in unacceptable harm to the health of a preserved tree, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands. Consideration will also be given to the impact of a development on aged or veteran trees found outside ancient woodlands.**

**Development proposals that have the potential to affect preserved trees, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands must set out measures to secure their protection.**

**In exceptional circumstances there may be overriding public benefits arising from the development that could justify the removal of a preserved tree or trees. In such circumstances, a replacement tree, or trees, shall be provided of a size and type suitable for its location.**

### B) Other Landscape Features

Planning permission will be granted for development proposals that do not result in unacceptable harm to natural landscape features that are important to the character and appearance of the area. Harm or loss of these features will not be permitted unless a landscape strategy, which would compensate for the loss or harm, is secured or where there are overriding public benefits arising from the development.

### C) New Trees

Three new trees per net new dwelling are required to be planted for all new housing development.

All new strategic scale employment and infrastructure development (defined as development in excess of 1,000 sqm or 0.1 hectares) will be required to plant a significant number of new trees in addition to the normal landscaping requirements.

### Reasoned Justification

**8.143** Trees and woodland provide a vital benefit, and help to improve the wellbeing of the public and the environment. Some of their many benefits include the provision of shelter and shade, stabilisation of soil, filtering air pollution, reducing noise, improving and softening the landscape, and creating and connecting wildlife habitats.

**8.144** Planning permission will only be granted where the development proposal would not conflict with the purposes of the preservation order of the tree or woodland unless there is a substantiated justification. Harm to protected trees may include, but is not limited to, excessive pruning, incursion in the root protection area, alterations to ground levels or complete removal of the tree.

**8.145** Proposals must also take into account the longer-term relationship between trees and a development. In some circumstances, even when a development can be physically constructed without resulting in harm to a tree, the proximity and liveability of the development with the tree can result in long-term pressure for the tree to be constantly pruned or even felled. Examples include over-shadowing of garden areas, leaf litter, detritus and bird droppings over roofs, guttering or car parking areas. In decision making, account also needs to be taken of the incremental growth of a preserved tree.

**8.146** Landscape features in the countryside, suburban and urban environments play an important part in shaping the character and appearance of an area. They can include, but are not limited to, trees, hedgerows, woodlands, meadows, field margins and water features that do not benefit from international, national or local designations. Each application will be assessed on a case-by-case basis on the importance and contribution that the existing landscape features make to the appearance of the locality.

**8.147** The Council has declared a Climate and Ecological Emergency to focus attention on reducing carbon and greenhouse gas emissions in the area and to plan for a more sustainable future.

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**8.148** The Council's Climate and Ecological Emergency Action Plan includes undertaking a greening programme to significantly increase to amount of woodland and the proportion of tree cover in Chelmsford.

**8.149** The Council has an ambition to plant at least one tree for every existing resident and at least three new trees planted for every net new home in Chelmsford to assist in the Climate and Ecological Emergency. All new housing development is therefore required to plant three trees per net new dwelling in accordance with the requirements set out in the Planning Obligations SPD.

**8.150** Where possible the Council will expect tree planting to take place on development sites as part of the approved landscaping scheme, including through the creation of tree-lined streets. The appropriate trees for on-site planting will be determined by the size, position, and type of location available. Council officers will assess proposed planting schemes and provide advice where necessary. Drawings accompanying planning applications should clearly demonstrate how the requirement of three trees per dwelling is being accommodated on site.

**8.151** All development proposals for major new employment and infrastructure (such as new schools, neighbourhood centres and strategic green infrastructure) must demonstrate that provision has been made for the incorporation of a significant number of new trees on site which should be in addition to normal landscaping requirements. Trees can be provided on site in a variety of ways including as part of the landscaping, public realm and amenity proposals. This will enhance tree coverage across the Council's administrative area in line with Council ambitions. It will also help to deliver environmental, biodiversity and amenity benefits to the city and users of the new development. A judgement will be made on a case by case basis over what will be considered 'significant' taking into account the nature, scale and size of the development, the site and immediate locality with more guidance set out in the Making Places SPD.

**8.152** Where on-site planting is impractical, a commuted sum will be sought to pay for planting on Council owned land or other sites agreed by the Council. Further guidance is provided in our Tree Planting Planning Advice Note and the Planning Obligations SPD.

### **Alternatives considered**

#### **No policy, rely on NPPF.**

This would not cover local landscape features which are of important to the character and appearance of the local area, and would not pick up on local policies for tree planting. Therefore, this is not a reasonable alternative.

## **POLICY DM18 – FLOODING/SUDS**

### **A) Planning permission for all types of development will only be granted where:**

- i it can be demonstrated that the site is safe from all types of flooding, either because of existing site conditions or through flood risk management from the development, now and for the lifetime of the development; and**
- ii it does not worsen flood risk elsewhere.**

**B) In addition to above Part A) development within areas of flood risk will be required to:**

- i provide a safe means of escape or suitably manage risk through some other means; and**
- ii manage surface water run-off so that the run-off rate is no greater than the run-off prior to development taking place or, if the site is previously developed, development reduces run-off rates and volumes as far as is reasonably practical; and**
- iii locate the most vulnerable development in areas of lowest flood risk unless there are overriding reasons for not doing so; and**
- iv provide wider sustainability benefits to the community that mitigate flood risk.**

**C) All new development will be required to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. The principal method to do so should be the use of Sustainable Drainage Systems (SuDS). As well as providing appropriate water management measures, where possible SuDS should be multi-functional to deliver amenity, recreational and biodiversity benefit for the built, natural and historic environment.**

**Surface water connections to the public sewerage network should only be made where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users.**

### **Reasoned justification**

**8.153** Areas of flood risk include risk from all sources of flooding including from rivers and the sea, directly from rainfall onto the ground surface and rising groundwater, overwhelmed sewers and drainage systems and from other water bodies.

**8.154** In considering proposals for development, the Council will follow a sequential risk-based approach, including the application of the 'exception test' where some continuing development is necessary for wider sustainable reasons.

**8.155** The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk taking into consideration the lifespan of a development. In order to reduce flood risk within Chelmsford City Centre, the Council will work with the Environment Agency to put in place strategic flood defence measures upstream from Chelmsford's Urban Area on the Rivers Can and Wid and, in appropriate circumstances, local flood protection measures within development sites.

**8.156** The Council also requires the provision of sustainable drainage systems for the disposal of surface water within and leading from new development. SuDS should be the principal, but may not be the only method. SuDs are often most viable when considered early in the design process so developers are encouraged to engage in pre-application discussions with Essex County Council (as Lead Local SuDS Authority), and refer to ECC's SUDS Design Guide, and any future updates, when preparing applications incorporating SuDS schemes [SuDS Design Guide \(essex.gov.uk\)](http://www.essex.gov.uk).

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**8.157** SuDS can help make space for water to accommodate climate change as well as delivering other benefits to the natural environment. They can also promote biodiversity and habitat improvements. Relevant developments should consider Countryside Stewardship schemes to help prevent soil loss and to reduce runoff from agricultural land. Where development is located within a Critical Drainage Area (CDA) it may have the potential to impact on the CDA in respect of surface water flooding. Such sites are likely to require an individually designed mitigation scheme to address this issue.

**8.158** Surface water connections to the public sewerage network should only be made where it can be demonstrated that there are no feasible alternatives (this applies to new developments and redevelopments) and where there is no detriment to existing users.

### Alternatives considered

**No policy, rely on NPPF technical guidance.**

This policy provides greater clarity at a local level for the provision of SuDS. Therefore, this is not a reasonable alternative.

## **POLICY DM19 – RENEWABLE AND LOW CARBON ENERGY**

**Planning permission will be granted for renewable or low carbon energy developments provided that they:**

- i do not cause demonstrable harm to residential living environment; and**
- ii avoid or minimise impacts on the historic environment; and**
- iii can demonstrate no adverse effect on the natural environment including designated sites; and**
- iv do not have an unacceptable visual impact which would be harmful to the character of the area; and**
- v will not have a detrimental impact on highway safety.**

**Where located within the Green Belt, renewable or low carbon energy developments will also need to demonstrate very special circumstances in order to be approved.**

### Reasoned Justification

**8.159** The Council wishes to reduce the consumption of fossil fuels and the subsequent generation of pollution and waste to help mitigate climate change. Renewable and low carbon energy schemes have a key role to play in promoting more sustainable forms of development and reducing the production of greenhouse gases. The Council will encourage the provision of such projects and will balance the immediate impact of renewable and low carbon energy proposals on the amenities of the local environment with their wider contribution to reducing the emission of greenhouse gases.

**8.160** For the purposes of the policy, the means of generating renewable or low carbon energy include (but are not restricted to) onshore wind generation, photovoltaic cells, passive solar heating systems, combined heat and power, biomass and air/ground source heat pumps.

**8.161** Impacts on the natural and historic environment include, but are not limited to, water and air quality, flood risk, designated and non-designated heritage assets. Assessing the impacts of development on these assets are covered by Policies DM13, DM14, DM15 and DM16. The assessment of the visual impact of the development will take into consideration the cumulative landscape impact of the proposal.

**8.162** Major solar farm proposals are those with a site area of 1 hectare or above, as defined in the Town and Country Planning (Development Management Procedure) England Order 2010. Such proposals are encouraged to explore opportunities for community benefits and a positive community legacy from development in accordance with the guidance set out in the Solar Farm Development SPD.

**8.163** The Council's Solar Farm Development SPD provides further detailed guidance on major solar farm development proposals. The Council's Making Places SPD provides further planning advice for smaller building mounted solar energy systems.

### Alternatives considered

#### **No policy, rely on NPPF.**

The NPPF does not provide a consolidated approach to renewable energy provision and its potential for being located in the Green Belt. This option therefore, is not a reasonable alternative.

## Delivering and protecting Community Facilities

**8.164** This Section focuses on providing and protecting assets within our communities that influence our quality of life.

### **POLICY DM20 - DELIVERING COMMUNITY FACILITIES**

**Planning permission will be granted for new, or extensions to existing, facilities and services which support the local community where:**

- i there is access to adequate public transport, cycling and walking links for the benefit of non-car users; and**
- ii vehicle access and on-site vehicle parking would be provided to an appropriate standard commensurate to the scale of the development; and**
- iii the development would be compatible with its surroundings; and**
- iv there would be no unacceptable impact on the character, appearance or local environment;**
- v adequate access to and between the facilities and/or services would be provided for people with disabilities commensurate to the scale of the development; and**
- vi buildings are flexible and sited to maximise shared use of the facility.**

**Where the proposal falls outside of main Urban Areas and Defined Settlements, it must also comply with the relevant policies for its location, taking account of the planning policy objectives for that area.**

## 8 - Protecting and Securing Important Assets

### **Reasoned Justification**

**8.165** This policy applies to all proposed community facilities, whether as part of larger schemes or submitted separately. New facilities and services should support the local community where they are to be situated. In some cases, the catchment area for the development may be wider than the immediate locality i.e. village or town. These types of wider community facilities will only be permitted where the development serves both the local area and wider catchment jointly. This will be assessed on a site by site basis. Community facilities and services include local shops, meeting places, sports and recreation venues (indoor and outdoor), cultural buildings, public houses, places of worship, burial space and crematoriums.

**8.166** New community facilities should be accessible by active and sustainable modes of transport. Public transport links should be in close proximity to the site and provide an adequate service. Measures to reduce car dependency will be supported.

**8.167** New development should be physically compatible in form and appearance with its surroundings. It should not adversely impact the local environment of the area by reason of impact on residential neighbours, noise, pollution, biodiversity, air or water quality.

**8.168** Developments should respect the fact that a multitude of users will be using them, so they should provide safe and secure access, and cater for people with disabilities. Proposals should also be flexible in design and sited to maximise the potential for the shared use of a facility.

**8.169** The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town and city centre locations and the public realm.

### **Alternatives considered**

**Rely on strategic growth location policies to set out detailed design principles.**

This would not cover any additional assets which may come forward outside of these areas. Therefore, this is not a reasonable alternative.

### **POLICY DM21 – PROTECTING COMMUNITY FACILITIES**

**A) The change of use of premises or redevelopment of sites that provide valued community facilities or services will only be permitted where:**

- i the premises or site cannot be readily used for, or converted to, any other community facility; and**
- ii the facility or service which will be lost will be adequately supplied or met by an existing or new facility in the locality or settlement concerned which shall be equivalent to or better than the facility that is being lost in terms of both quantity and quality.**

**In relation to the loss of a locally valued community facility that is commercial in nature, such as public houses, livery yards and private healthcare, evidence will need to be submitted to demonstrate that the use is not economically viable and that it is no longer required to meet the needs of the local community.**

**B) The change of use of premises or redevelopment of existing open space, sports and recreational buildings and land, including playing fields forming part of an education establishment, will only be permitted where:**

- i an assessment has been undertaken which clearly shows the facility is surplus to requirements; or**
- ii the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
- iii the development is for alternative provision, the needs of which clearly outweigh the loss.**

### **Reasoned Justification**

**8.170** Community facilities and services include local shops, meeting places, sports and recreation venues (indoor and outdoor, including allotments), tourism attractions, cultural buildings, public houses and places of worship. Tourist attractions would include uses such as museums, other buildings and uses of land used for cultural or other leisure purposes. In the case of open space these are shown on the Policies Map. However, other valued facilities also include show centres, livery yards or riding schools, that provide a facility for the equestrian community.

**8.171** Since 2020 dog ownership has increased in the UK from nine million to 13 million. Around three million households purchased pets since the start of the Covid-19 pandemic in 2020. The majority of pets were dogs and cats. As a consequence of increased ownership and the reduction in the number of people working from home on a full time basis there is an increasing reliance on facilities and services such as catteries and dog day care.

**8.172** The existing facilities are assets which serve the communities in which they are located or in some instances wider areas. This importance can relate not only to their function but also to what they offer to the wider area.

**8.173** An analysis of the need for the community facility will be undertaken on a case-by-case basis, taking account of the type of asset and any existing provisions. Similarly, the context of the site and the function and purpose of the use will determine the extent of the local community that the use serves. The term “local” will differ between circumstances; for example, the local community of a single public house in a village would likely be the residents of that village. For a children’s home, “local” could be more wide-reaching, covering the catchment area that the children’s home would serve.

**8.174** The retention of all community facilities, including existing sport and leisure facilities, tourist attractions and places of recreation, public open spaces and playing fields, is paramount unless a case can be made that alternative provision will be provided in an acceptable and timely manner. If no alternative provision is to be provided, permission will only be granted where an assessment, which may include details of marketing, has been undertaken which has clearly shown the facility is inappropriate for alternative community uses or is surplus to requirements.

## 8 - Protecting and Securing Important Assets

**8.175** Proposals for the change of use of public houses will need to be accompanied by evidence to show that its existing use as a public house is not economically viable and is no longer required to meet the needs of the local community. This evidence shall include:

- a comprehensive and sustained marketing campaign (agreed in advance by the Council) has been undertaken, offering the public house for sale as a going concern and using an agreed realistic valuation of the premises;
- the marketing campaign has run for a period of at least twelve months before the planning application is submitted;
- the public house has been offered for sale locally, and in the region, in appropriate publications and through specialised licensed trade agents;
- it can be demonstrated that the public house is not financially viable; in order to determine if this is the case, the Council will require submission of trading accounts for the last three full years in which the pub was operating as a full-time business;
- the location of alternative licensed premises and their distance to the public house subject to the application;
- any such alternative premises which offer similar facilities and a similar community environment to the public house which is the subject of the application;
- the approaches and attempts to transfer from a chain of tied pubs to a free house.

**8.176** Proposals for the change of use of livery yards will need to be accompanied by evidence to show that its existing use as a livery yard is not economically viable, and it can be demonstrated that the facility or service which will be lost will be adequately supplied or met by an existing or new facility in the locality. As a minimum this evidence shall include:

- A list of alternative local liveries and their vacancy levels to show that the losses could be met elsewhere. This should include the same type of livery/service and facilities offered e.g, Full or DIY livery
- In considering the locality of alternative liveries, an assessment of the catchment area for the users of the existing site should be compared to the proposed alternatives considered
- A comprehensive set of figures for the business (for at least the last 5 years) covering all costs and incomes broken down and vacancy rates.

**8.177** In the case of open spaces, they offer amenity value and contribute to the character of an area in general, and can provide a 'green lung' and visual break in the built environment on a wider scale. Given the nature particularly of the built environment of Chelmsford, if such facilities are lost to other uses it can be extremely difficult to find alternative locations, particularly as open land is scarce and therefore at a premium.

**8.178** Against this background, it is intended to secure the retention of existing spaces and facilities unless a case can be made that alternative provision will be provided in a wholly-acceptable manner. Alternative provision could comprise existing provision in the locality of the type of open space or facility as defined by the latest Chelmsford Open Space, Recreational Facilities Study and Sports Facilities Strategy at the time of application, providing there is not a deficiency in that type of open space in the locality. An alternative and improved sports and recreational provision may be acceptable in some cases where the needs for which clearly outweigh the loss.

### Alternatives considered

#### **No policy, rely on NPPF.**

The NPPF does not provide a consolidated approach to the protection of Community Assets. Therefore, this is not a reasonable alternative.

### **POLICY DM22 - EDUCATION ESTABLISHMENTS**

**The change of use or redevelopment of educational establishments identified on the Policies Map will only be permitted if they are surplus to educational requirements.**

**The extension or expansion of existing educational facilities will be supported subject to their accordance with the criteria of other relevant policies within the Local Plan. Proposals for the expansion of Anglia Ruskin University will be considered in the context of agreed masterplans.**

### Reasoned Justification

**8.179** The retention of existing education facilities is an important objective of the Local Plan. The University, colleges, schools and early years provision provide education provision to the whole community and contribute significantly to the local economy.

**8.180** Essex County Council (ECC) as Education Authority has the responsibility for early years and school place planning. Through this process ECC identifies the need for early years and school places and identifies surpluses or deficits through a 10 Year Plan for School Places currently covering the period 2020-2029. Whether the change of use or redevelopment of independent schools would be considered surplus to educational requirements will be considered on a case by case basis.

**8.181** The further and higher education establishments in Chelmsford have an important place in the local economy as employers, providing skills, education and research. Anglia Ruskin University has ambitious plans to continue the development of its Rivermead Campus within Chelmsford's Urban Area.

**8.182** ARU Writtle was created following the merger of Anglia Ruskin University (ARU) and Writtle University College in 2023. Located on the outskirts of Chelmsford, it offers postgraduate, undergraduate, further education and short courses in the areas of agriculture and animal sciences. It has also developed a range of degree programmes in applied life sciences, sport, and health subjects.

### Alternatives considered

#### **No policy, rely on NPPF.**

The NPPF does not provide a consolidated approach to the protection of education establishments. Therefore, this is not a reasonable alternative.

# 9 - Making High Quality Places



**9.1** This Section provides the basis for promotion of Chelmsford as a high-quality place to live, work, visit and study in.

**9.2** High quality design is essential to making places more attractive, locally-distinctive, sustainable and safe. Good design can help reduce and mitigate the impacts of climate change, promote healthier lifestyles and create safer and more accessible places for people to live in or use. New Policy DM31 has been added. It has been shown in the order it will appear, and will be renumbered in later versions.

## Making Places

### **POLICY DM23 - HIGH QUALITY AND INCLUSIVE DESIGN**

#### **A) Responding to Context**

**Planning permission will be granted for development that respects the character and appearance of the area in which it is located. Development must be compatible with its surroundings having regard to scale, siting, form, architecture, materials, boundary treatments, landscape and function.**

#### **B) Design of all new buildings and extensions**

**Planning permission will be granted for new buildings and extensions and alterations to existing buildings that:**

- i are of a high quality design; and**
- ii are compatible with the character and appearance of the area, and also where relevant the host building, in terms of their siting, scale, form, massing, materials and detailing; and**
- iii are well-proportioned; and**
- iv have visually coherent elevations; and**
- v have active elevations where the building or extension is visible from public vantage points; and**
- vi create safe, accessible, inclusive and clutter free environments; and**
- vii minimise the use of natural resources in accordance with Policy DM25.**

#### Reasoned Justification

**9.3** Good design is a key aspect of sustainable development and should contribute positively to making places better for people. Good design rests upon analysis of the character of the area to create coherent and interesting places rather than imposing arbitrary density requirements. It should respond to local character and history while not preventing or discouraging appropriate innovation. By encouraging good design, new developments can also help to limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

## 9 - Making High Quality Places

**9.4** New buildings, and extensions or alterations to buildings, should be proportionate in size and scale in relation to existing development or the host building so that they are in keeping with their surroundings. The surroundings may include the immediately adjacent buildings, the street scene or the wider character and appearance of the area.

**9.5** The design of a building or extension can have a significant impact on the overall appearance of a development. The detailing, including use of materials, design features and layout of windows and doors are all important considerations to creating well-designed buildings, extensions and places.

**9.6** The layout and design of a development are important in creating a safe environment where people are comfortable to live, work, visit and study in.

**9.7** Large-volume buildings such as industrial, warehouses, retail superstores and agricultural sheds have seriously damaged the visual quality of large parts of the urban areas and some rural areas, even where the development brings economic benefits. The Council will apply the principles set out in Part B of this policy to avoid anonymous and solely functional development.

**9.8** Car parks and service bays should be hidden from street views. Active street frontages should be provided. Monolithic or uniform buildings will not be permitted. Bin storage should not appear conspicuous within a development proposal. Street clutter should be avoided. Street furniture when considered necessary should positively contribute to the context and function of the space where it is located, without compromising accessibility and movement.

**9.9** Applicants should have regard to the Council's Making Places SPD, the Essex Design Guide, and, where appropriate, Neighbourhood Development Plans for detailed design guidance.

### **Alternatives considered**

#### **Rely on strategic growth location policies to set out detailed design principles.**

This would not cover development outside of these areas. Therefore, this is not a reasonable alternative.

### **POLICY DM24 – DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS**

**The Council will require all new major development to be of high quality built form and urban design, which should reflect the following principles:**

- **Respect the historic and natural environment of biodiversity and amenity interests through the provision of a range of green spaces**
- **Respond positively to local character and context to preserve and enhance the quality of existing communities**
- **Provide buildings that exhibit architectural quality**
- **Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above the use of the private car**
- **Where possible, provide a mix of land uses and densities with well-defined public and private spaces**

- Encourage site design and individual building design that minimises energy consumption and provides resilience to a changing climate
- Create attractive, multi-functional, inclusive, overlooked and well-maintained public realm, and enhance the setting of existing public realm
- Embed public art as an integral part of proposals
- Provide streets and spaces that are overlooked, active and promote inclusive access
- Include parking facilities that are well integrated as part of the overall design
- Provide public open space and contribute to green infrastructure
- Retain existing trees and other landscape features where appropriate and explore opportunities for new tree planting
- Provide opportunities to promote healthy living and to improve health and wellbeing.

The Council will require the use of masterplans by developers and will implement Design Codes where appropriate for strategic scale developments. The Council will consider the use of Planning Briefs and Design Codes on other development sites.

Where relevant, new residential development must be in accordance with the standards as set out in Appendix B, unless it can be demonstrated that the particular site circumstances require a different design approach.

### Reasoned Justification

**9.10** Major new development must reflect a high quality of urban and architectural design. It must also be functional and viable. Major development is defined as sites over 1 hectare, 10 or more dwellings or more than 1000sqm of floorspace. Developments will be planned carefully with the use of masterplans and design codes where appropriate. This requirement for high quality design will apply to public and private buildings across all scales of development, as well as to infrastructure projects.

**9.11** The National Design Guide provides an overarching framework for design, with detailed guidance provided in the accompanying National Model Design Code. These illustrate how well-designed places that are 'beautiful, enduring and successful' can be achieved in practice. Significant weight will be given to development which reflects this Government guidance and which promotes high levels of sustainability or which helps to raise the standard of design more generally. The Council also encourage developers to have regard to local design principles set out in the Essex Design Guide, and the Council's Making Places SPD. The Council will also consider the use of design codes and respond to national requirements where appropriate.

**9.12** Enhancements to the public realm, landscaping measures and attention to architectural detail will be important features that the Council will wish to see included in new developments. Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity and health outcomes.

**9.13** Trees can deliver economic, social and environmental benefits. In urban areas they are particularly important for improving air quality and providing important habitats for wildlife. Trees can reduce the landscape impact on new development and they will also help mitigate,

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and adapt to, climate change. This is because trees remove carbon dioxide from the atmosphere and provide shade, shelter and alleviate flooding. This includes existing and newly planted trees within sites, and as part of the wider public realm. Proposals should have regard to the Council's Tree Planting Planning Advice Note (November 2022).

**9.14** Chelmsford benefits from a range of publicly-sited works of art and interpretation boards. Both make an important contribution to the character and visual quality of the City. Art is frequently integrated into buildings, where development schemes present opportunities. The Council is committed to the provision of public art and, where appropriate to the site, interpretation boards within developments and in the public realm.

**9.15** The planning system can play an important role in creating healthy communities. This can include promoting new development that provides opportunities for healthy living through the encouragement of active travel and provision of open space, as set out in further detail in Sport England's 'Active Design'. Larger development proposals (50 or more dwellings, or more than 1,000sqm of non-residential development) will be required to demonstrate how new development would make a positive contribution to the physical and mental health of the new community through submission of a Health Impact Assessment. Where applicable, development proposals are also encouraged to seek accreditation through the City Council's Livewell Accreditation Scheme.

**9.16** The Council encourages developments to take account of all users, and is committed to enhancing safety for girls and women in new development. Where major development proposals are providing or improving parks and public spaces, regard should be had to design advice and resources provided by Make Space for Girls ([www.makespaceforgirls.co.uk](http://www.makespaceforgirls.co.uk)).

**9.17** The Council will require masterplans to be formulated to shape new strategic development allocations. The Council may also produce area based strategies to guide new development in the existing built-up areas.

**9.18** All new residential development will be required to comply with the development standards within Appendix B. Applicants should have regard to the Council's Making Places SPD and, where appropriate, Neighbourhood Development Plans, for detailed design guidance.

### **Alternatives considered**

#### **Add design criteria to other development policies.**

This would not cover other forms of development which may fall outside of specific development type policies. Therefore, this is not a reasonable alternative.

## POLICY DM25 – SUSTAINABLE BUILDINGS

The Council will expect all new buildings, to incorporate sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions, and the use of natural resources, as follows:

### A) Water efficiency

All new dwellings are required to:

- Meet the Building Regulations optional requirement for water efficiency of 110 litres/person/day
- Provide rainwater harvesting on site to minimise overall water consumption and maximise its reuse.

### B) Electric Vehicle charging point infrastructure

The Council will have regard to the standards set out in the Essex Part 1 Parking Guidance when determining planning applications.

New buildings shall provide convenient access to Electric Vehicle (EV) charging point infrastructure as follows:

- Residential development shall provide 1 active charging point per unit
- Non-residential development shall provide active charging points for a proportion of the total number of parking spaces
- Apartments with more than 10 associated parking spaces, and all non-residential development, shall include ducting and infrastructure to install additional charging points when demand arises
- All charging points should use specialised charging infrastructure and have a minimum rated output of 7kw
- Public charging points should be located in highly visible, accessible locations close to building entrances.

### C) BREEAM rating

All new non-residential buildings with a floor area in excess of 500sqm shall achieve a minimum BREEAM rating (or its successor) of 'Very Good'.

## Reasoned Justification

**9.19** Essex has been identified as a large area of water stress by the Environment Agency. The anticipated increase in population in Chelmsford and Essex as a whole during the Local Plan period means the demand for water will continue to grow.

**9.20** Part G of Building Regulations were changed in 2015 to include an optional requirement for water efficiency i.e. new homes should be designed to use no more than 110 litres of water/person/day. The mandatory standard is 125 litres/person/day. The tighter standard would be controlled by means of a planning condition. Detailed guidance is contained within the Council's Making Places SPD.

**9.21** A rainwater collection and re-use system can contribute towards a reduction in non-potable (non-drinkable) water consumption, and is required for all new residential

## 9 - Making High Quality Places

development due to wider considerations of water scarcity and to ensure the sustainable use of water. Recovered water can be used for tasks such as flushing toilets, washing laundry and watering gardens and plants. Site layouts will need to make the necessary space available to accommodate rainwater collection/reuse systems. Further guidance will be set out in the updated Making Places SPD.

**9.22** The Council supports a transition to electric vehicles and requires access to EV charging point infrastructure to be provided in new development. The standards for electrical vehicle charging points for new development are contained in the Essex Part 1 Parking Guidance (subject to confirmation). It is considered that these standards are appropriate for Chelmsford. The standards set out details for the level of provision, types of charging infrastructure, and design guidelines.

**9.23** An active charging point has a minimum power rating output of 7kw, delivered through specialised charging infrastructure. Passive provision of cable routes and power supply is required in some cases to enable future connection when demand arises.

**9.24** Provision for all residential development is 1 active point per unit (such as a house or apartment), plus passive provision for apartments with more than 10 associated parking spaces. For non-residential development, the number of charging points and power rating output required depends on the use class, ranging from 10% to 25%, plus passive provision, as set out in the Essex Part 1 Parking Guidance produced by the Essex Planning Officers' Association (EPOA).

**9.25** BREEAM is an environmental assessment method that assesses the environmental performance of non-residential buildings across ten categories with minimum standards being required in key areas such as energy, water and waste. It is still in operation and unlike the Code for Sustainable Homes, is a Building Research Establishment standard which is not owned by the Government. The method of assessment seeks to minimise the adverse effects of new buildings on the environment, whilst promoting healthy indoor conditions for the occupants. The 500sqm threshold is intended to take account of economy of scale, and to avoid imposing the requirement on modest structures.

### **Alternatives considered**

#### **No policy, rely on Building Regulations.**

This would not cover additional sustainable features which are at the forefront of climate change and are a key issue for the Plan period. Therefore this is not a reasonable alternative.

## **POLICY DM31 – NET ZERO CARBON DEVELOPMENT (IN OPERATION)**

### **A) New build development (residential and non-residential)**

All new buildings must be designed and built to be Net Zero Carbon in operation. They must be ultra-low energy buildings, fossil fuel free, and generate renewable energy on-site to at least match annual energy use.

All new buildings (1 dwelling and above for residential; 100m<sup>2</sup> floorspace and above for non-residential) are required to comply with Requirements 1 to 5 as set out below:

#### **Requirement 1: Space heating demand limits**

- i Residential buildings (apart from bungalows) and non-residential buildings must achieve a space heating demand of 15 kWh/m<sup>2</sup> GIA (gross internal floor area)/year or less
- ii Bungalows must achieve a space heating demand of 20 kWh/m<sup>2</sup> GIA/year or less.

#### **Requirement 2: Fossil fuel free**

- i No new buildings shall be connected to the gas grid; and
- ii Fossil fuels must not be used on-site to provide space heating, domestic hot water or cooking.

#### **Requirement 3: Energy Use Intensity (EUI) limits**

- i Residential buildings (Use Class C3 and C4) must achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m<sup>2</sup> GIA/year
- ii The following non-residential buildings must achieve an Energy Use Intensity (EUI) of no more than the following (where technically feasible) by building type or nearest equivalent:
  - Offices 70 kWh/m<sup>2</sup> GIA/year
  - Schools - 65 kWh/m<sup>2</sup> GIA/year
  - Light Industrial 35 kWh/m<sup>2</sup> GIA/year
- iii For other residential and non-residential buildings, that are not covered by (i) and (ii) above, applicants should report their energy use intensity but are not required to comply with a certain limit.

#### **Requirement 4: On-site renewable energy generation**

Renewable energy must be generated on-site for all new developments by whichever of the following results in the greater amount of solar PV energy (electricity) generation:

- i The amount of energy generated in a year should match or exceed the predicted annual energy use of the building, i.e. renewable energy generation (kWh/m<sup>2</sup>/year) = or > predicted annual energy use (kWh/m<sup>2</sup>/year)\*; or

- ii The amount of energy generated in a year is:
  - at least 80 kWh/m<sup>2</sup> building footprint per year\* for all building types; and
  - at least 120 kWh/m<sup>2</sup> building footprint per year\* for industrial buildings.

\*For development proposals where it is demonstrated to the satisfaction of the Local Planning Authority that meeting Requirement 4 is not technically feasible then renewable energy generation on-site should be maximised and the residual amount of renewable energy generation (equivalent to the shortfall in meeting the annual energy use of the building in kWh/year) must be offset by a financial contribution (to cover the administration, purchasing and installation of a solar PV renewable energy (electricity) system elsewhere in the plan area or County, which is able to generate a similar amount of energy) and be paid into the Council's offset fund.

The offset price is set at £1.35 per kWh or the most recent updated version and the contribution shall be calculated at the time of planning application determination.

### Requirement 5: As-built performance confirmation and in-use monitoring

- i All developments must submit as-built performance information at completion and prior to occupation; and
- ii In-use energy monitoring is required on a minimum of 10% of dwellings for development proposals of 100 dwellings or more, for the first 5 years of operation.

### Alternative routes to meeting policy requirements

Proposals that are built and certified to the Passivhaus Classic or higher Passivhaus standard are deemed to have met Requirements 1 and 3. Requirements 2, 4 and 5 must also be met to achieve policy compliance.

### **B) Extensions and Conversions**

Applications for residential extensions and conversions affecting existing buildings (but excluding Listed Buildings) are encouraged to meet the minimum standards approach fabric specifications set out in Table 7 and maximise renewable energy generation technology where practical and feasible.

### Reasoned Justification

**9.26** The policy requirements under Part A apply to new build residential (1 dwelling and above) and non-residential development (100m<sup>2</sup> floorspace and above). For the purposes of the policy 'residential buildings' means dwellinghouses and flats (C3), houses in multiple occupation (C4), and developments of self-contained residential units such as extra-care (C3). This also includes the residential element of any new mixed use buildings. Non-residential buildings include Use Classes C1 (Hotels), C2 (/C2A (Residential Institutions) and those falling within use classes B, E, F and Sui Generis. For any other residential and non-residential buildings the policy should be applied in a proportionate manner where relevant and appropriate through the Development Management process.

**9.27** To meet the Requirements 1- 5, developments will need to be designed in a way that prioritises a fabric first approach to building design and embeds the energy hierarchy. This means improving building fabric standards and energy efficiency to ensure energy demand is minimised, and then installing renewable energy generation capacity to meet or exceed demand where possible, followed by offsetting residual energy (if required) as a last resort.

**9.28** Designing new development to be net zero carbon in operation needs to be addressed at both building level and site level and at the earliest possible stage so that factors such as the orientation, built form, building fabric, site layout and landscaping measures can be taken into account to minimise energy demand. These factors also influence the renewable energy generation potential of a site and through good design, can help make a development more resilient to a changing climate, for example, through using landscaping measures and green/blue infrastructure to mitigate potential overheating risk to the comfort and well-being of occupants. It is important that designing for 'net zero' is done in a holistic manner at an early stage of the design process, and in a way that considers wider sustainability objectives and issues. *Report 2: Essex Net Zero Policy – Summary of Policy, Evidence and Validation Requirements (July 2023)* contains a 1 page high level design guide for a terrace block and low rise apartment block. Also the Essex Design Guide ([EDG](#)) contains practical advice on [good solar design](#) which focuses on balancing the needs of daylighting, useful solar gain and mitigating overheating risk.

### Requirement 1 – Space heating demand

**9.29** The space heating demand is the amount of heat energy needed to heat a home or building over a year and is expressed in kWh/m<sup>2</sup>/year. It is a measure of the thermal efficiency of the building elements. Various design and specification decisions affect space heating demand including building form and orientation, insulation, air-tightness, windows and doors and the type of ventilation system.

**9.30** Reducing space heating demand to the target levels identified is necessary to achieve a net zero carbon (in operation) building and aligns with recommendations from the Climate Change Committee, Royal Institute of British Architects (RIBA), Low Energy Transformation Initiative (LETI) and the UK Green Building Council (UKGBC). It is also beneficial to residents and building users as it directly reduces energy costs.

**9.31** Space heating demand in all buildings of major development proposals should be demonstrated using predictive energy modelling, for example Passivhaus Planning Package (PHPP) or the Chartered Institute of Building Services Engineers (CIBSE) TM54. The space heating demand figure is an output of the modelling software once all data has been input.

**9.32** The space heating target applies to all residential and non-residential buildings designed to be used by people (i.e. not agricultural buildings).

### Requirement 2 – Fossil fuel free

**9.33** New buildings must not burn fossil fuels for heating, hot water and cooking if Essex, and the UK, is to stay within carbon budgets. Alternatives are available. For example, heat pumps can provide both space heating (and cooling) and hot water and can serve individual homes or communal heating systems. They use renewable heat sources such as air, ground or water. The key benefit of heat pumps is their efficiency. Efficiencies vary but are typically around 250-400% for an Air Source Heat Pump. Direct electric heating systems are less

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efficient, typically 100%, and are therefore more expensive to run. Solar thermal panels, which turn solar energy into heat can help with space and water heating too.

**9.34** Heating provided through wood burners and biomass boilers has a negative impact on air quality and are therefore discouraged.

### Requirement 3 – Energy Use Intensity

**9.35** Energy Use Intensity (EUI), or metered energy use, is the total energy needed to run a home or building over a year (per square metre). It is a measure of the total energy consumption of the building (kWh/m<sup>2</sup>/year). Reducing total energy use of buildings to the target level identified is necessary to align with climate targets. It is also beneficial to residents and building users as it would directly reduce energy costs.

**9.36** Energy Use Intensity in all buildings of major development proposals should be demonstrated using predictive energy modelling.

**9.37** The EUI of a building covers all energy uses (regulated and unregulated): space heating, domestic hot water, ventilation, lighting, cooking and plug-in loads e.g. appliances, computers etc. However, electricity used for electric vehicle charging is excluded from the calculation. Whether the energy is sourced from the electricity grid or from onsite renewables does not affect the calculation.

**9.38** The EUI target set in the policy for dwellings is based on modelling undertaken in the technical evidence base (*Report 1: Essex Net Zero Policy – Technical Evidence Base, July 2023*) and includes both regulated and unregulated energy uses. For clarity, the EUI target set out in 3a) applies to residential uses which include: dwellinghouses, flats, self-contained residential units (C3) and houses of multiple occupation (C4).

**9.39** For non-residential buildings, the EUI's for the uses listed (office, school and light industrial) are based on gross internal floor areas (GIA) and include regulated and unregulated energy loads. Buildings which represent these generic typologies have been modelled in the evidence (*Report 1: Essex Net Zero Policy – Technical Evidence Base, July 2023*) and appropriate EUIs limits identified.

**9.40** For other residential and non-residential typologies (that are not covered under 3a or 3b), applicants are expected to comply with all other policy requirements, except Requirement 3: Energy Use Intensity limits. Instead, applicants are expected to only report their energy use intensity. However, applicants are recommended to seek to meet the limits being developed by the [UK Net Zero Carbon Building Standard initiative](#) .

### District Heat Networks

**9.41** Developments connected to a district heat network are expected to meet the proposed EUI limits. The limits set for EUI for each building should be the same irrespective of the heating system that is proposed, to allow a fair comparison between different heating options. The EUI calculations for a scheme connected to a district heat network would have to include the energy consumption of the district heating heat generation plant. This means that the EUI includes the heat losses of the district heating system.

## Requirement 4 – On-site renewable energy generation

**9.42** New development presents opportunities for integrating renewable energy technology into a proposal, including renewable electricity generation. The evidence recommends that in Essex currently the most suitable and cost effective technology is rooftop solar photovoltaic (PV) panels.

**9.43** Evidence (*Report 1: Essex Net Zero Policy – Technical Evidence Base (July 2023)*) shows that it is technically feasible for a building to generate sufficient renewable energy to match or exceed its predicted annual total energy use and thereby achieve an operational energy balance on-site. For clarity, the predicted annual total energy consumption of a building includes both regulated and unregulated energy uses, but excludes energy used for electric vehicle charging.

**9.44** The policy sets out two options for calculating the renewable energy provision required from a development to be policy compliant. Option i) requires renewable energy generation to match the predicted annual energy use of a building. Option ii) sets a minimum amount of renewable energy generation to be achieved in a year based on the building footprint. Whichever calculation results in the greater amount of solar PV renewable electricity generation is the route that must be achieved.

**9.45** The *Report 1: Essex Net Zero Policy – Technical Evidence Base July 2023* sets out some worked examples, and guidance on roof design and orientation is provided in Appendix 2 of that report, which will help applicants maximise renewable energy generation. The renewable energy generation output should be calculated following the Microgeneration Certification Scheme (MCS) guidance<sup>4</sup> method including the impact of shading.

**9.46** Matching or exceeding predicted total annual energy use on site with renewable energy generation achieves a net zero carbon development in operation from the outset. As well as helping progress towards climate targets, there are other benefits for ensuring new build development maximises renewable energy generation. For example, it would generate ‘free’ electricity close to its point of use and help deliver significant energy cost savings for residents and building users. It would also aid the transition to a more sustainable energy system by contributing to the significant increase in renewable energy generation required between now and 2050 in the UK and make efficient use of land and resources.

### *Renewable Energy Offsetting Mechanism*

**9.47** There may be circumstances where it is not technically possible to match on-site renewable energy generation with annual average energy demand. An offsetting mechanism is therefore provided to enable these developments achieve policy compliance.

**9.48** For the offset mechanism to be triggered, the applicant must justify and demonstrate, to the satisfaction of the Local Planning Authority (LPA), why it is not technically possible for the development to achieve policy compliance with Requirement 4. To do this, applicants should refer to, and meet, the minimum information requirements for policy compliance set out in *Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)*. The information will be critically reviewed by the LPA, particularly

<sup>4</sup> <https://mcscertified.com/standards-tools-library/>

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as evidence shows that it is technically possible to achieve all the policy requirements and at a reasonable cost in most development typologies.

**9.49** If the offsetting mechanism is justifiably triggered by non-compliance with Requirement 4, then the development proposal must still meet the other Policy requirements 1, 2, 3 and 5, and maximise on-site renewable energy generation.

**9.50** The offset mechanism is expressed as a renewable energy offset and the price is set in £/kWh, which will be reviewed at least every 3 years and updated for Essex. The price (as of July 2023) is set at £1.35 per kWh (published in the *Report 1: Essex Net Zero Policy – Technical Evidence Base, July 2023*) and has been calculated using a robust methodology based on the cost of providing roof top solar PV in Essex and incorporating an allowance for maintenance and administration. The calculation of the contribution required will be made at the point a planning application is determined using the most up to date offset price (£/kWh) for Essex.

**9.51** The offset contribution will be used to fund additional renewable energy capacity elsewhere in the plan area or County. The aim is to make up for the shortfall in renewable energy that cannot be generated on-site. The offset mechanism is purposely limited in role and scope and is only intended for use as a last resort.

**9.52** The offsetting mechanism meets the legal tests for Section 106 in that it is: (i) necessary to make the development acceptable in planning terms; (ii) directly related to the development; (iii) fairly and reasonably related in scale and kind to the development.

**9.53** Further information on how the offsetting mechanism will operate will be available in the Renewable Energy Offsetting Framework document that is in preparation. Current proposals are for a countywide funding mechanism to be administered by ECC. The Offset tariff will be collected as a single payment (via a direct payment / Section 106 / Unilateral Undertaking). It is initially envisaged that the payments will be used to provide roof top solar PV on public amenity facilities (to be determined). Spending of the offset fund is preferred to be within reasonable distance of the original development, and within the plan area as the development. However, pooling may be necessary to enable installation of sufficient scale schemes.

### *Other roof top uses*

**9.54** There may be certain circumstances where it is considered more appropriate for uses other than solar PV on rooftops to be delivered. Consideration should be given to the co-benefits of this on a case by case basis in accordance with wider sustainability objectives, but it is envisaged to likely be only in exceptional circumstances.

### **Requirement 5 – As-built performance confirmation and in-use monitoring**

**9.55** In order for the Net Zero Carbon buildings policy to be effective, it is important that new buildings deliver their intended performance.

**9.56** Using predictive energy modelling, such as Passivhaus Planning Package or the Chartered Institution of Building Services Engineers (CIBSE) TM54, (which is a requirement for major applications), will help improve accuracy of energy performance assessments and reduce the potential gap between the design and actual in-use energy. Also, excellent detailed

design needs to be matched by high quality construction and commissioning in order for the 'energy performance gap' to be minimised.

**9.57** The information that must be submitted at completion stage of a development (prior to occupation) to demonstrate to the satisfaction of the LPA that the building / development has been built to the approved design and energy standards, is set out in *Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)* and includes the indicators listed in the table below:

**Table 6 : As-built stage performance indicators (required to be submitted at completion, prior to occupation)**

1	<p><b>Update parameters</b></p> <ul style="list-style-type: none"> <li>• Use or typology</li> <li>• GIA (m<sup>2</sup>)</li> <li>• Energy supply (fossil fuel free)</li> </ul>
2	<p><b>Update performance modelling</b></p> <ul style="list-style-type: none"> <li>• Space heat demand using predictive energy model (kWh/m<sup>2</sup>/year)</li> <li>• Energy Use Intensity using predictive energy model (kWh/m<sup>2</sup>/year)</li> <li>• As built stage EPCs (U-values and airtightness check)</li> <li>• Draft DEC for non residential (regardless of user)</li> </ul>
3	<p><b>Confirm renewable energy installation</b></p> <ul style="list-style-type: none"> <li>• Installed solar PV (kW)</li> <li>• Any other installed renewable (i.e. solar thermal)</li> </ul>
4	<p><b>Update offset contribution</b></p> <ul style="list-style-type: none"> <li>• Assess energy balance based on data supplied and confirm whether any offset payment is required, and how much</li> </ul>
5	<p><b>Confirm process for collecting 'in-use' data</b></p> <ul style="list-style-type: none"> <li>• Confirm if in-use monitoring and reporting will be carried out</li> <li>• If yes, state what monitoring strategy is in place and confirm how data collected will be published</li> </ul>

**9.58** Note that for performance modelling (indicator 2), Minor applications following the "minimum standards approach" (without an energy model), do not have to report their space heat demand, energy use intensity and offset contribution at as-built stage. Applications instead need to re-confirm the specifications to which the development has been built to. Further guidance is provided below under 'Reporting and Modelling'.

**9.59** In-use energy monitoring (also known as post occupancy evaluation) is recommended to be carried out on new developments so that a building can be evaluated to ascertain whether the energy targets aimed for in the design have been met in practice.

**9.60** For residential development proposals of 100 dwellings or more, the Council requires in-use energy monitoring to be undertaken on a representative sample of at least 10% of homes for a period of 5 years. The information must be evaluated to understand how buildings are performing, minimise the performance gap, and to aid the learning, innovation and skills

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development in the design and construction industry. Qualitative feedback from building users via occupant satisfaction questionnaires should also be undertaken to assess performance post occupation. This information can be used to enhance the training and advice given to residents / occupiers of new homes and buildings.

### Reporting and Modelling

**9.61** Policy compliance will need to be demonstrated through the submission of an appropriate energy assessment, which for major development proposals should be in the form of an Energy Strategy and for minor development proposals the applicable 'net zero spreadsheet' (which will be available to download from EDG). Minimum information requirements and checklists for Major and Minor development proposals at each stage of the planning process are set out in *Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)*, along with the template spreadsheet.

For the purpose of this policy:

**Major Development** proposals are:

- Housing development of 10 or more homes, or the site has an area of 0.5 hectares or more.
- Non-residential development with an additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more.

**Minor Development** is less than 10 dwellings or less than 1,000m<sup>2</sup> of additional floorspace.

**9.62** With regards major development proposals, predictive energy modelling, such as Passivhaus Planning Package (PHPP) or CIBSE TM54, should be used. This will provide the necessary assurance to the LPA of the accuracy of the energy assessment information and will help reduce any potential energy performance gap issues, which is where in-use energy does not match the design standard.

**9.63** With regards minor development proposals, applicants may use predictive energy modelling or follow a 'minimum standards approach' which sets out the specifications that the development must be designed and built to. These fabric and systems specifications are presented in Appendix C of *Report 2: Essex Net Zero Policy – Summary of Policy, evidence and validation requirements (July 2023)*. By following this approach (i.e. without an energy model), minor applications do not have to report the space heating demand, energy use intensity and offset contribution, but they do need to re-confirm on completion the specifications that the development has been built to and the solar PV system installed.

### Alternative routes to policy compliance

#### Passivhaus

**9.64** Passivhaus<sup>5</sup> is an international energy standard for buildings. It sets stringent standards on energy consumption for heating and overall energy demand and design requirements to control the quality of the internal environment.

5 [https://www.passivhaustrust.org.uk/what\\_is\\_passivhaus.php](https://www.passivhaustrust.org.uk/what_is_passivhaus.php)

**9.65** In recognition of the high sustainability standards required to achieve a Certified Passivhaus Classic standard (or higher) scheme and the rigorous quality assurance process that must be followed to achieve certification, Passivhaus is considered an acceptable alternative route to compliance with policy requirements 1 and 3.

**9.66** Proposals seeking to follow this route will be required to provide evidence from an accredited Passivhaus Certifier that the proposed design would be capable of and is expected to achieve the full certified Passivhaus Classic standard (or higher). The proposals would still be required to meet policy requirements 2, 4 and 5.

#### **BREEAM**

**9.67** The use of BREEAM<sup>6</sup> is encouraged in terms of addressing broader sustainability objectives and providing a level of independent quality assurance for development. However, the use of BREEAM as an alternative approach to policy compliance will not be accepted.

#### **Extensions and Conversions affecting Existing Buildings (except Listed Buildings)**

**9.68** Development proposals involving existing buildings offer an opportunity for measures to be taken to reduce energy use and carbon emissions, and also to generate renewable energy.

**9.69** Encouraging proposals for extensions and conversions to be built to the minimum fabric standards (residential) set out in Table 7 (below), will improve the energy efficiency of the existing building and contribute to meeting climate targets. Incorporating and maximising renewable energy generation technology will enhance this further. However, there may be some circumstances where this is not practical and/or feasible, such as a small extension or where the building is overshadowed.

**Table 7 : Minimum Standards Approach Fabric Specifications (Domestic)**

Residential Developments		Block of Flats Low rise	Terrace/ Semi-Detached House	Bungalow
<b>Fabric</b>	Floor U-value	0.08-0.10	0.08-0.10	0.08-0.10
	External Wall U-value	0.10-0.14	0.10-0.13	0.09-0.12
	Roof U-value	0.09-0.11	0.09-0.11	0.09-0.10
	Window U-value	0.80-0.90	0.80-0.90	0.80-0.90
	Windows G-value	0.45-0.55	0.45-0.55	0.45-0.55
	External doors U-value	-	0.90-1.2	0.90-1.2
	Thermal bridging	0.04 W/m <sup>2</sup> K	0.04 W/m <sup>2</sup> K	0.04 W/m <sup>2</sup> K
	Air permeability	<1 arch	<1 arch	<1 arch

Source: Report 2: Essex Net Zero Policy – Policy Summary, Evidence and Validation Requirements (July 2023)

6 <https://bregroup.com/products/breem/>

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### *Heritage Assets*

**9.70** Retaining, reusing, refurbishing and retrofitting historic buildings can contribute to meeting climate targets. There are sensitive issues that need to be addressed when it comes to improving the energy efficiency and climate resilience of heritage assets, including potential impact on their setting. Any schemes should have regard to the specific advice and guidance provided in the Essex Design Guide - [Climate Change and the Historic Environment | Essex Design Guide](#) .

### **Monitoring and Implementation**

**9.71** To support the implementation of this policy in Greater Essex, ECC will publish guidance so that meeting the requirements of the policy can be demonstrated efficiently, effectively and consistently. Arrangements for monitoring compliance of permissions granted will also be published, to give confidence that new homes and other buildings are built to the standards granted consent.

**9.72** As a minimum, the following indicators will be monitored on new development proposals:

- Space Heating Demand – has the limit been met? (Policy Requirement 1)
- Fossil fuel – is the development fossil fuel free? (Policy Requirement 2)
- Energy Use Intensity – has the limit been met? (Policy Requirement 3)
- Renewable energy generation – is it maximised? And does it at least match predicted annual energy demand? (Policy Requirement 4)
- Renewable energy offsetting mechanism – is this being used to achieve policy compliance? And has this been justifiably triggered?
- In-use energy monitoring – is this being carried out? What percentage of homes and for how long?

**9.73** The use of assured performance standards (e.g. Passivhaus) that are accredited and certified independently will also be monitored.

### **Mitigating Overheating Risk**

**9.74** When designing new buildings, national planning policy also requires the potential for overheating risk from a changing climate, and the impact this has on the comfort, health and wellbeing of occupiers to be considered.

**9.75** Overheating risk in new residential buildings has partly been addressed by amendment to the Building Regulations in June 2022 (Part O: Overheating Mitigation). Since the compliance tools for Building Regulations are not intended to accurately evaluate overheating, major development proposals are encouraged to use the CIBSE (Chartered Institute of Building Service Engineers) standards TM52 for non-residential development and TM59 for residential development.

**9.76** Measures to mitigate overheating risk from both current and future climate should be incorporated into the design of the development to help ensure the future comfort, well-being and health of occupiers. Further advice and guidance on [good solar design](#) is provided on the Essex Design Guide<sup>7</sup>.

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<sup>7</sup> [Solar orientation | Essex Design Guide](#)

**Alternatives considered****No Policy, rely on NPPF and Building regulations.**

The NPPF sees the transition to a low carbon future climate change as a core planning principle. However, it does not provide detailed guidance on the Council's expectations for new development.

Existing or emerging Building Regulations do not require new buildings to be completely net zero carbon in operation. The Council's priorities are to move towards a net zero carbon environment as soon as possible. Therefore, this is not a reasonable alternative.

**POLICY DM26 - DESIGN SPECIFICATION FOR DWELLINGS****A) All new dwellings (including flats) shall comply with all of the following:**

- i **Achieve suitable privacy and living environment for residential occupiers; and**
- ii **Achieve sufficient private amenity space; and**
- iii **Achieve appropriate internal space through adherence to the Nationally Described Space Standards; and**
- iv **Provide appropriate and well-designed recycling and waste storage.**

**The above must be in accordance with the standards as set out in Appendix B, unless it can be demonstrated that the particular site circumstances allow for a lower provision.**

**B) All large houses in multiple occupation (accommodating 7 or more people) shall:**

- i **Achieve sufficient communal garden space; and**
- ii **Provide cycle storage for one cycle per bedroom, within the plot of the building in which the property is located; and**
- iii **Provide appropriate and well-designed recycling and waste storage within the plot of the building in which the property is located, or a communal store where the development relates to more than one property; and**
- iv **Provide off-street parking at a ratio of one space per-bedroom unless the site is located within the City Centre.**

**The above must be in accordance with the relevant development standards within the Local Plan.**

**Reasoned Justification**

**9.77** This policy is intended to provide developers with a checklist of requirements for new dwellings. All new dwellings (including flats) will be required to comply with the development standards within Appendix B. Consideration should be given to the detailed guidance contained within the Council's Making Places SPD.

**9.78** Where buildings perform a clear beneficial role in the layout (by turning corners, acting as a vista stop or where infill restores urban form), the application of the development standards may be applied more flexibly only where the Council is satisfied that it would not

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be detrimental to the overall quality of the development. Garden areas would normally be expected to be at the rear of properties, enclosed and private. The Council will not accept exposed areas of land to be part of the calculation for garden sizes.

**9.79** In considering applications for change of use to a house in multiple occupation, the Council will consider the number of likely occupants of a property by taking into account both the number and size of bedrooms proposed.

### **Alternatives considered**

#### **No policy, rely on NPPF.**

The NPPF makes no direct reference to Houses in Multiple Occupation (HMOs), which have different requirements to ensure they offer acceptable living standards for occupants. Therefore, this is not a reasonable alternative.

### **POLICY DM27 - PARKING STANDARDS**

**The Council will have regard to the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009), or as subsequently amended, when determining planning applications.**

**Proposals which provide below these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard.**

### **Reasoned Justification**

**9.80** The Essex Parking Standards - Design and Good Practice (2009) sets out vehicle parking standards for Essex. It is considered that these parking standards are appropriate within Chelmsford, providing minimum parking for residential development to address issues of on-street parking and maximum standards for parking in non-residential developments in order to encourage more sustainable and active transport modes. These standards are currently being reviewed and the updated version will be considered for inclusion when finalised.

**9.81** In urban locations with high levels of public transport accessibility, the parking standards may be relaxed to minimise pressure on land and encourage alternative modes of transport.

**9.82** Separate bespoke parking standards have been developed for provision at Beaulieu and Channels, and for Chelmsford Garden Community, due to their integral role in prioritising sustainable travel modes. These standards will be published as part of the Local Plan Evidence Base.

### **Alternatives considered**

#### **Policy based on specific local evidence.**

There is no such detailed local evidence to support alternative local standards. Therefore, this is not a reasonable alternative.

## POLICY DM28 – TALL BUILDINGS

The Council will permit proposals for buildings above 5 storeys or above 16m high in the City Centre, provided:

- i the location is suitable for higher-intensity development in terms of its immediate and wider context; and
- ii the building reinforces surrounding scale and urban form, provides containment of space and has active frontages; and
- iii the building's visibility from adjoining spaces contributes to townscape; and
- iv the building exhibits individual architectural quality; and
- v the building's visibility from longer-range views contributes towards the skyline and provides a positive addition to views into and around the city; and
- vi the building does not detract from the context of existing historic City Centre assets or wider historic environment; and
- vii the building does not create an adverse microclimate or environmental impact such as sunlight, daylight, overshadowing and wind; and
- viii the building complements and enhances the public realm and surrounding urban context at ground level; and
- ix secure and accessible space is provided within the building for sufficient bin and cycle storage, services and plant equipment, without compromising the external quality of elevations or roofscape.

### Reasoned Justification

**9.83** For the purposes of this policy, tall buildings means above 5 storeys or 16 metres high. This is because throughout Chelmsford the building scale is predominantly two, three and four storeys, typically forming street frontages. Six storeys represent a shift in scale, necessitating consideration of the impacts of greater height.

**9.84** When considering any new buildings, the surrounding context is key to achieving coherent, compatible and interesting character; it determines acceptable siting, scale, form and appearance. Taller buildings will not always be acceptable in the City Centre unless their context is compatible with the desired scale. Appropriate design rests upon thorough analysis of surrounding buildings and spaces, the identification of characteristic forms, materials and details, and exploiting opportunities to improve quality of place. The quality of materials and attention to detail is of great importance.

**9.85** Tall buildings may be appropriate where their setting is sufficient to accommodate their height, where they contribute to a cohesive skyline and where they will form part of the positive reshaping and enhancement of the City Centre from all vantage points. Taller buildings should always be designed with the assumption of a 360° viewpath, so all sides of the building must exhibit a high quality of architecture. In order not to diminish cultural, civic or public buildings or spaces, tall buildings may not be appropriate where they would have a significant or adverse impact upon designated and non-designated heritage assets. Suitable locations for tall buildings may be areas that are the most well-connected by public transport whilst providing opportunities to make the most efficient use of land; and around large public spaces

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where tall structures are able to make a positive contribution to the existing character and context of an area subject to all of the above justifications. Tall buildings will not be acceptable on constrained sites where an appropriate setting cannot be achieved.

**9.86** Designated and non-designated heritage assets should not be harmed by the siting, use or physical attributes of tall buildings, either individually or in combination with other buildings. The presence of existing tall buildings will not necessarily be accepted as justification for proposals for new or replacement tall buildings. Regard should be had to the detailed guidance contained within the Council's Making Places SPD which sets out a suitable height range across City Centre locations; and Historic England Advice Note 4: Tall Buildings.

### **Alternatives considered**

#### **No policy.**

This policy guides development to ensure future tall buildings respect and balance the need for development and the historic character and urban context of the area. Therefore, this is not a reasonable alternative.

#### **Consider alternative definition of 'tall buildings'.**

The definition is based on Chelmsford's predominant building scale of two to four storeys, typically forming street frontages. Buildings above five storeys represent a shift in scale with greater impacts which require careful consideration. Therefore, this is not a reasonable alternative.

## Protecting Living and Working Environments

**9.87** An essential part of high-quality design should be the safeguarding of the living and working environments of existing and future residents.

### **POLICY DM29 - PROTECTING LIVING AND WORKING ENVIRONMENTS**

**Planning permission will be granted for development proposals provided the development:**

- i safeguards the living environment of the occupiers of any nearby residential property by ensuring that the development is not overbearing and does not result in unacceptable overlooking or overshadowing; and**
- ii does not result in excessive noise, activity or vehicle movements; and**
- iii is compatible with neighbouring or existing uses in the vicinity of the development by ensuring that the development avoids unacceptable levels of polluting emissions by reason of noise, light, smell, fumes, vibrations or other issues, unless it can be demonstrated that appropriate mitigation measures can be put in place and permanently maintained.**

**Reasoned Justification**

**9.88** High-quality development by definition should not result in adverse impact on the amenities of occupiers of nearby residential properties. This includes the protection of existing living environments by ensuring there is not excessive noise or unacceptable overlooking created by new development. The physical built form of the development must not have an oppressive or overbearing effect or result in a harmful loss of light. This applies equally to loss of light or overshadowing of existing renewable energy equipment.

**9.89** The planning system has an important role to play in protecting the environment, biodiversity, local residents, businesses and the public in general from all forms of development that could give rise to pollution. Pollution can be in many forms and includes all solid, liquid and gaseous emissions to air, land and water (including groundwater) from all types of development. Pollution includes noise, light, vibration, smell, smoke and fumes, soot, ash, dust or grit which has a damaging effect on the environment and the public's enjoyment, health or amenity.

**9.90** When considering amenities of a development proposal, the impact on the continued operation of existing nearby uses should also be evaluated when looking at the acceptability of the proposal.

**Alternatives considered****Add design criteria to other development policies.**

This would not cover other forms of development which may fall outside of specific development type policies. Therefore, this is not a reasonable alternative.

**POLICY DM30 – CONTAMINATION AND POLLUTION****A) Hazardous Substance Sites or Land**

For developments on, or near to, hazardous substance sites or land which is contaminated or has a history of a potentially contaminating use, permission will only be granted where the Council is satisfied that:

- there will be no threat to the health or safety of future users or occupiers of the site or neighbouring land; and
- there will be no adverse impact on the quality of local groundwater or surface water.

**B) Air Quality Management Area**

For developments in or adjacent to an Air Quality Management Area, or where an air quality impact assessment has been provided, permission will only be granted where the Council is satisfied that after selection of appropriate mitigation the development will not have an unacceptable impact on air quality and the health and wellbeing of people.

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### **Reasoned Justification**

**9.91** The Council recognises that all development has some environmental impact; however, development should minimise any negative impact. The Council will expect promoters of development to fully assess the impact of development through appropriate assessments to include the impact upon the environment, air quality, and public health and safety.

**9.92** When considering development proposals the Council will consider the risk of pollution arising from contamination and the impact on human health, property and the wider environment. Contamination is not, however, restricted to previously developed land but it can also occur on greenfield sites and it can arise from natural sources as well as from human activities. Developers should undertake a preliminary risk assessment to identify any contamination on site. Where sites are known to be contaminated, or where contamination is subsequently discovered, any development proposals on the land will only be permitted where it can be demonstrated that the contamination can be mitigated.

**9.93** The Council has no Air Quality Management Areas (AQMA) following the de-designation of AQMAs around the Army & Navy roundabout and a small section of the A414 in Danbury in 2024. Therefore, this policy would apply to any AQMA designated during the life of the Local Plan. The Council will consider each development application within or outside a designated AQMA on a site-by-site basis taking into account its effect on the AQMA and its objectives, and/or whether the development would cause unacceptable harm to the air quality of the area.

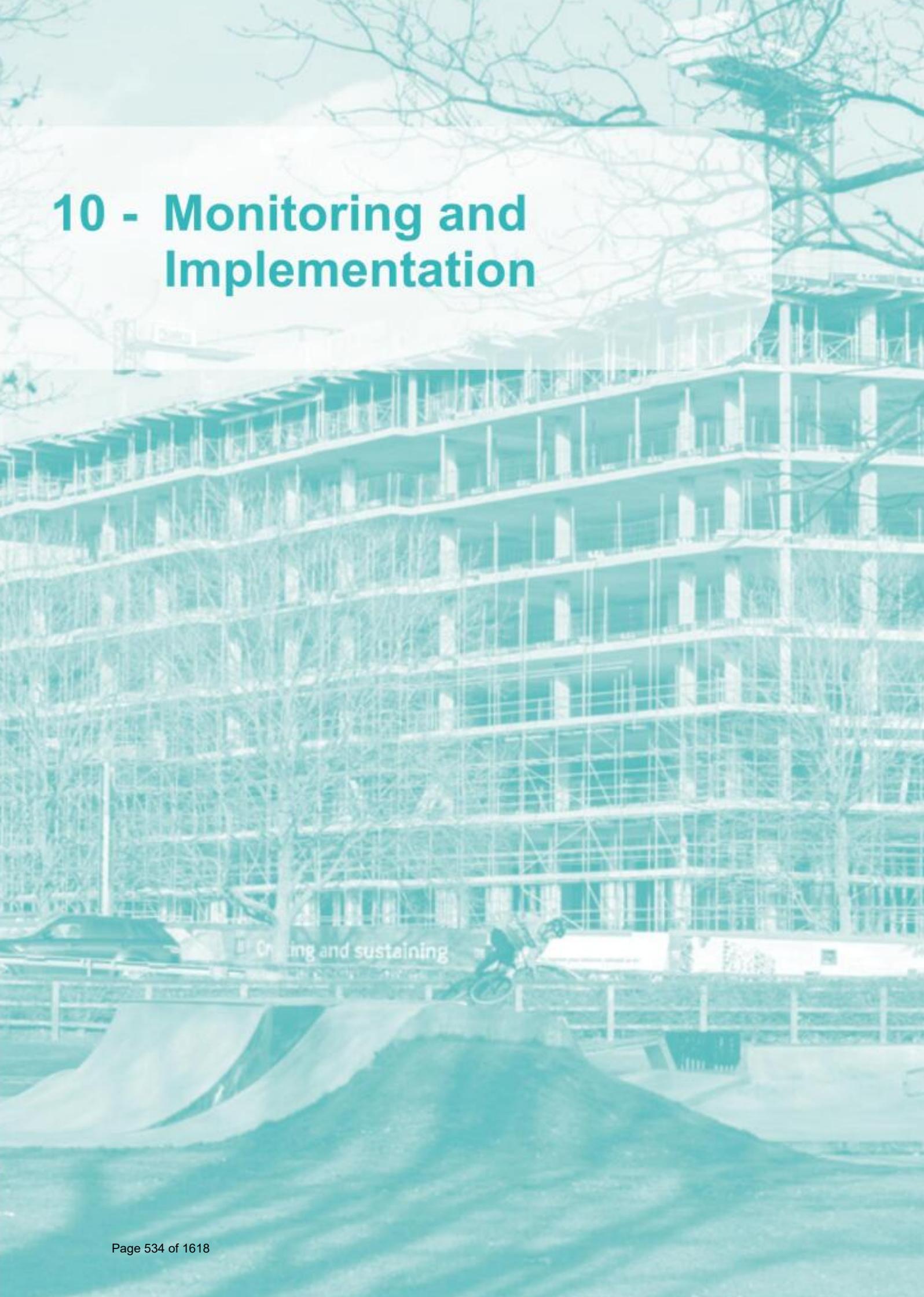
**9.94** It would be inappropriate to locate new development on or near to establishments where hazardous substances are present where this would harm public safety. It would also be inappropriate to grant planning permission for development proposals to expand existing sites handling or processing hazardous substances where this would also harm public safety.

### **Alternatives considered**

#### **No policy, rely on NPPF.**

The NPPF deals with general and multiple types of pollutions, but this policy specifically identifies the potential for contamination and pollution issues local to Chelmsford. Therefore, this is not a reasonable alternative.

# 10 - Monitoring and Implementation



### Monitoring Framework

**10.1** This Section deals with how the Council will monitor the Local Plan's success in meeting the challenges and opportunities set out in the Strategic Priorities (Section 3) to ensure that it is effective in delivering the objectives of the Local Plan.

**10.2** This will be done through the monitoring of the indicators set out in the tables below on an annual basis which will be published through the Authority's Monitoring Report (AMR). The AMR will be used to report the performance of the Local Plan as well as recommending any actions required to ensure the delivery of the Local Plan.

**10.3** In respect to Key Indicator 'Appeal Decisions', the Council will monitor appeal decisions from the Planning Inspectorate and use these to monitor the effectiveness of Local Plan policies in accordance with the relevant triggers for action.

Table 8 : Monitoring Framework

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Strategic Policy S1 – Spatial Principles	All	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S2 – Addressing Climate Change and Flood Risk	1, 3	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S3 - Conserving and Enhancing the Historic Environment	1, 3	Number of Conservation Area Appraisals and Management Plans completed	Completion of one Conservation Area Appraisal and Management Plan per year	(1) Failure to complete one Conservation Area Appraisal and Management Plan each year	(1) Consider how the Council can contribute to measures to improve the protection and enhancement of the character and setting of Conservation Areas (1 ) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Strategic Policy S4 - Conserving and Enhancing the Natural Environment	1, 3, 4	Covered by other indicators within the monitoring framework	-	-	-

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Strategic Policy S5 - Protecting and Enhancing Community Assets	7	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S6 - Housing and Employment Requirements	4, 5, 6	Number of net new dwellings Number of net new Gypsy and Traveller pitches Number of net new Travelling Showpeople plots Net additional employment floorspace completed including by type	1,000 net new dwellings per annum 22,567 net new dwellings by 2041 30 net new Gypsy and Traveller pitches by 2036 25 net new Travelling Showpeople plots by 2041 162,646sqm of net new employment floorspace by 2041	(1) Failure to deliver 95% of the number of net new homes required over a 3-year rolling period as published annually by the Ministry for Housing, Communities and Local Government in the Housing Delivery Test (2) Failure to deliver 85% of the number of net new homes required over a 3-year rolling period as published annually by the Ministry for Housing, Communities and Local Government in the Housing Delivery Test (3) Failure to deliver 75% of the number of net new homes required over a 3-year rolling period (when the transitional arrangement has ended) as published annually by the Ministry for Housing, Communities and Local	(1 & 2) Publish an Action Plan setting out key reasons for the situation and actions the Council and other parties need to take (2) Plan for a 20% buffer on the Council's five year housing land supply, if necessary by bringing additional sites forward into the supply (3) Instigate a full or focused formal review of the Local Plan (4) Refreshing the SHELAA to identify potentially suitable and available pitches for Gypsy and Travellers (5) Refreshing the SHELAA to identify potentially suitable and available plots for Travelling Showpeople

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Strategic Policy S7 - The Spatial Strategy	All	Number of Masterplans approved by the Council Planning Permissions granted for Strategic Growth Sites Planning permissions for windfall sites where part of the site is Grade 3a or above and is in agricultural use	<p><b>Growth Area 1:</b> Net new homes – 4,228 Travelling Showpeople Plots – 5 Mixed employment sqm - 9,000</p> <p><b>Growth Area 2:</b> Net new homes – 7,842 Travelling Showpeople Plots -15 Gypsy and Traveller Pitches – 10 Mixed employment sqm – 64,446</p> <p><b>Growth Area 3:</b></p>	<p>Government in the Housing Delivery Test</p> <p>(4) Failure to deliver the 30 net new Gypsy and Traveller pitches in accordance with the Local Plan Trajectory</p> <p>(5) Failure to deliver 25 net new Travelling Showpeople plots in accordance with the Local Plan Trajectory</p> <p>(6) Failure to deliver 162,646 sqm of net new employment floorspace in accordance with the Local Plan Trajectory</p>	<p>(6) Refreshing the SHELAA to identify potentially suitable and available employment floorspace</p> <p>(2 - 6) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
				<p>(1) Growth Area 1 is not delivering net new homes, Travelling Showpeople plots, employment floorspace as set out in the Local Plan Trajectory</p> <p>(2) Growth Area 2 is not delivering net new homes, Travelling Showpeople plots, Gypsy and Traveller Pitches and employment floorspace as set out in the Local Plan Trajectory</p> <p>(3) Growth Area 3 is not delivering net new homes, Travelling Showpeople plots, Gypsy and Traveller Pitches and employment floorspace as set out in the Local Plan Trajectory</p>	<p>(1, 2 &amp; 3) Consider the reasons for any imbalance in delivery compared to the targets and whether there are any obstacles to delivery affecting sites and / or particular forms of development on particular sites in particular locations</p> <p>(1, 2 &amp; 3) Consider whether the Policy requirement itself needs to be reviewed as part</p>

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		Area of Grade 3a or above agricultural land lost to agricultural use as a result of all development	Net new homes – 4,469 Travelling Showpeople Plots – 5 Gypsy and Traveller Pitches - 20 Mixed employment sqm – 87,200 Growth Areas 1 – 3: Windfall Allowance 2021-2036 – 1,461	<p>floorspace as set out in the Local Plan Trajectory</p> <p>(4) Windfall allowance for years 1 – 5 in Local Plan Trajectory falls below 100 dwellings in any given year</p> <p>(5) Area of Grade 3a or above agricultural land lost from windfall development exceeds 3% of the total Grade 3 land or above in Chelmsford as at the beginning of the Local Plan period (excluding allocated sites)</p>	<p>of a full or focused formal review of the Local Plan set out in Policy S13</p> <p>(4) Review the Windfall Allowance from 2021</p> <p>(5) Consider how the Council can contribute to measures to prevent the loss of Grade 3a or above land in agricultural use</p> <p>(1 - 5) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Strategic Policy S8 - Delivering Economic Growth	4, 6	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S9 - Infrastructure Requirements	1, 2, 4, 5, 6, 8, 9	Covered by other indicators within the monitoring framework	-	-	-

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Strategic Policy S10 - Securing Infrastructure and Impact Mitigation	1, 2,, 5, 6, 8, 9	Infrastructure phasing for the Strategic Growth Sites in the IDP Key infrastructure identified in adopted Masterplans on Strategic Growth Sites Planning Permissions granted on Strategic Growth Sites Key infrastructure secured through Planning Obligations on Strategic Growth sites	(1) Strategic Growth Sites 1 Previously developed sites in Chelmsford Urban Area Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (2) Strategic Growth Site 2 West Chelmsford Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (3) Strategic Growth Sites 3 East of Chelmsford Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (4) Strategic Growth Site 16a East Chelmsford Garden Community (Hammonds Farm) Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP	(1) Strategic Growth Sites 1 Previously developed sites in Chelmsford Urban Area Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (2) Strategic Growth Site 2 West Chelmsford Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (3) Strategic Growth Sites 3 East of Chelmsford Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP (4) Strategic Growth Site 16a East Chelmsford Garden Community (Hammonds Farm) Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP	(1 - 11) Consider the reasons for any imbalance in the type and timing of key infrastructure delivery and whether there are any obstacles to delivery of infrastructure requirement on particular sites / in particular locations (1 - 11) Consider whether the Policy requirement itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			<p>Land North of Maldon Road and 3c Land North of Maldon Road)                      Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements                      (4) Strategic Growth Site 16a East                      Chelmsford Garden Community (Hammonds Farm)                      Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements                      (5) Strategic Growth Site 6 Chelmsford Garden Community</p>	<p>(5) Strategic Growth Site 6 Chelmsford Garden Community (North East Chelmsford)                      Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP                      (6) Strategic Growth Sites 7 Great Leighs                      Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP                      (7) Strategic Growth Site 8 North of Broomfield                      Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP                      (8) Strategic Growth Site 10 North of South Woodham Ferrers                      Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP                      (9) Strategic Growth Site 13 Danbury</p>	

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			<p>(North East of Chelmsford)                      Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements                      (6) Strategic Growth Site 7 Great Leighs (includes 7a Land at Moulsham Hall, 7b Land East of London Road and 7c Land North and South of Banter's Lane)                      Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements</p>	<p>Amount, type and phasing of key infrastructure in adopted Masterplans and planning obligations do not match the requirements in the IDP                      (10) Strategic Growth Site 15 Little Boyton Hall Farm Rural Employment Area                      Amount, type and phasing of key infrastructure in adopted Masterplan and planning obligations do not match the requirements in the IDP                      (11) Strategic Growth Site 16b Land Adjacent to A12 Junction 18 Employment Area                      Amount, type and phasing of key infrastructure in adopted Masterplan and planning obligations do not match the requirements in the IDP</p>	

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			<p>(7) Strategic Growth Site 8 North of Broomfield Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements</p> <p>(8) Strategic Growth Site 10 North of South Woodham Ferrers Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements</p> <p>(9) Strategic Growth Site 13 Danbury Amount, type and phasing of key infrastructure in the IDP</p>		

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			<p>matches the requirements in the adopted Masterplans and planning obligations secured through section 106 agreements                      (10) Strategic Growth Site 15 Little Boyton Hall Farm Rural Employment Area Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplan and planning obligations secured through section 106 agreements                      (11) Strategic Growth Site 16b Land Adjacent to A12 Junction 18 Employment Area Amount, type and phasing of key infrastructure in the IDP matches the requirements in the adopted Masterplan</p>		

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
			and planning obligations secured through section 106 agreements		
Strategic Policy S11 - The Role of the Countryside	1, 3, 4	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S12 - Role of City, Town and Neighbourhood Centres	4, 6, 9	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S13 - Monitoring and Review	All	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S14 – Health and Wellbeing	1, 2, 7	Number of Health Impact Assessments on development for 50 or more dwellings and non-residential development in excess of 1,000 m <sup>2</sup>	For all large-scale developments a Health Impact Assessment will be required	(1) Health Impact Assessment is not submitted on one or more dwellings and one or more non-residential development in excess of 1,000 m <sup>2</sup>	(1) Consider the reasons for the failure to secure Livewell Development Accreditation Scheme and submission of a Health Impact Assessment in particular locations (1) Consider whether the Policy requirement

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
					itself needs to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Strategic Policy S15 – Creating Successful Places	3, 4, 7	Covered by other indicators within the monitoring framework			
Strategic Policy S16 – Connectivity and Travel	1, 2, 7, 8	Covered by other indicators within the monitoring framework	-	-	-
Strategic Policy S17 – Future of Chelmsford City Centre	2, 4, 5, 6, 7, 8, 9	Covered by other indicators within the monitoring framework	-	-	-
Policy DM1 - Size and Type of Housing	5, 7	Net additional dwellings completed by size and type Number of new dwellings on developments of 10 or more dwellings achieving Part M,	Within all developments of 10 or more dwellings, provision of an appropriate mix of dwelling types and sizes that contribute to current and future housing needs and create mixed communities	(1) Cumulative mix of dwelling types and sizes on developments of 10 or more dwellings varies by more than 10% for each size range set out in the Reasoned Justification for Policy DM1 (2) 20% of all dwellings on developments of 10 or more dwellings do not meet requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2)	(1 – 5) Consider the circumstances of the permissions that have led to the trigger (1 - 5) Identify any consistent factors contributing towards triggers and consider if these can be overcome (1 - 5) Consider whether the Policy

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		<p>Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended)</p> <p>Number of new affordable dwellings on developments of 30 or more dwellings achieving Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended)</p> <p>Number of self-build homes achieved on developments of more than 100 dwellings</p>	<p>Within all developments of 10 or more dwellings, 100% of the dwellings to be constructed to meet requirement Part M, Category 2 (Accessible and adaptable dwellings) M4(2) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended)</p> <p>On developments of 30 or more dwellings, 5% of new affordable dwellings should be built to meet requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended)</p> <p>On developments of more than 100 dwellings, 5% self-build homes to be delivered</p>	<p>of Schedule 1 (para 1) to the Building Regulations 2010 (as amended)</p> <p>(3) Less than 3% of new affordable dwellings on developments of 30 or more dwellings are being built to meet requirement Part M, Category 3 (Wheelchair user dwellings) M4 (3) (2) (b) of Schedule 1 (para 1) to the Building Regulations 2010 (as amended)</p> <p>(4) Less than 3% of self-build homes are being delivered on developments of more than 100 dwellings</p> <p>(5) On more than 5 (cumulative) developments of more than 100 dwellings there is no provision of Specialist Residential Accommodation</p>	<p>requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM2 – Affordable Housing and Rural Exception Sites	5, 7	<p>Number and type of Specialist Residential Accommodation achieved on developments of more than 100 dwellings</p> <p>The number of affordable housing planning permissions on threshold sites</p> <p>The number of market housing planning permissions on rural exception sites</p> <p>The number of affordable housing for rent planning permissions on First Homes Exception Sites</p> <p>The number of market housing planning permissions on</p>	<p>On developments of more than 100 dwellings, an appropriate provisions of Specialist Residential Accommodation to be achieved</p> <p>To require the provision of 35% affordable homes on threshold sites</p> <p>Not to exceed 50% of market housing on rural exception sites</p> <p>To require the provision of at least 25% of the total housing on First Homes Exception Sites as affordable housing for rent</p> <p>Not to exceed 20% market homes on First Homes Exception Sites</p>	<p>(1) 20% of planning permissions on threshold sites are achieving less than 35% affordable homes</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural exception sites containing more than 50% market housing</p> <p>(3) 20% of planning permissions on First Homes Exceptions Sites are not achieving at least 25% of the total housing as affordable housing for rent</p> <p>(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the First Homes Exception Sites containing more than 20% market homes</p>	<p>(1 – 4) Consider the circumstances of the permissions that have led to the trigger</p> <p>(1 - 4) Identify any consistent factors contributing towards triggers and consider if these can be overcome</p> <p>(1 – 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM3 - Gypsy, Traveller and Travelling Showpeople Sites	5, 7	<p>First Homes Exception Sites Appeal Decisions</p> <p>Number of new Gypsy, Traveller and Travelling Showpeople pitches and plots approved and completed Number of existing Gypsy, Traveller and Travelling Showpeople pitches and plots approved for a change of use to other uses</p>	<p>To achieve 30 new Gypsy and Traveller pitches and 25 new Travelling Showpeople plots by 2041 No net loss of pitches or plots</p>	<p>(1) Failure to deliver 30 net new Gypsy and Traveller pitches in accordance with the Local Plan Trajectory (2) Failure to deliver 25 net new Travelling Showpeople plots in accordance with the Local Plan Trajectory (3) Net loss of pitches or plots</p>	<p>(1) Refreshing the SHELAA to identify potentially suitable and available pitches for Gypsy and Travellers (2) Refreshing the SHELAA to identify potentially suitable and available plots for Travelling Showpeople (1 – 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM4 - Employment Areas and Rural Employment Areas	4, 6, 8	Appeal Decisions	All permissions granted for Employment Areas and Rural Employment Areas are in accordance with the Policy	<p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment or changes of use from E(g), B2 and B8 in Employment Areas, Rural Employment Areas and new employment allocations</p>	<p>(1) Consider the circumstances of the permissions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the</p>

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM5 - Designated Centres	6, 9	Number of changes of use to residential development on the ground floor within Primary Shopping Areas, Principal Neighbourhood Centres and Local Centres Appeal Decisions	Changes of use to residential will not be permitted on the ground floor within Primary Shopping areas, Principal Neighbourhood Centres and Local Centres All permissions granted for Designated Centres are in accordance with the Policy	(1) Any changes of use to residential on the ground floor within Primary Shopping areas, Principal Neighbourhood Centres or Local Centres (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the change of use to residential on the ground floor within Primary Shopping areas, Principal Neighbourhood Centres or Local Centres (3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the change of use to the upper floors within Primary Shopping areas, Principal Neighbourhood Centres or Local Centres	Local Plan set out in Policy S13  (1 - 3) Consider the circumstances of the permissions that have led to the trigger (1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM6 – New Development in the Green Belt	3, 4	Appeal Decisions	All permissions granted for new buildings in the Green Belt are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new buildings in the Green Belt (2) 2 decisions allowed on appeal where the Council originally	(1 - 4) Consider the circumstances of the permissions that have led to the trigger (1 - 4) Consider whether the Policy requirements need to

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM7 – New Buildings and Structures in the Green Wedge	3, 4	Appeal Decision	All permissions granted for new buildings in the Green Wedge are in accordance with the Policy	<p>refused to grant planning permission for the redevelopment of previously developed land in the Green Belt</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the replacement of buildings in the Green Belt</p> <p>(4) 2 decisions allowed on appeal whether the Council originally refused to grant planning permission for local transport infrastructure in the Green Belt</p>	<p>be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
				<p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new buildings and structures in the Green Wedge</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment of previously developed land in the Green Wedge</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the replacement of buildings in the Green Wedge</p>	<p>(1 - 4) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM8 – New Buildings and Structures in the Rural Area	3, 4	Appeal Decisions	All permissions granted for new buildings in the Rural Area are in accordance with the Policy	<p>(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for residential outbuildings in the Green Wedge</p> <p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for new buildings and structures in the Rural Area</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the redevelopment of previously developed land in the Rural Area</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the replacement of buildings and structures in the Rural Area</p> <p>(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for residential outbuildings in the Rural Area</p>	<p>(1 - 4) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM9 – Infilling in the	3, 4	Appeal Decisions	All permissions granted for infill dwellings in the	(1) 2 decisions allowed on appeal where the Council originally	(1 - 2) Consider the circumstances of the

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Green Belt, Green Wedge and Rural Area			Green Belt, Green Wedge and Rural Area are in accordance with the Policy	<p>refused to grant planning permission for infilling in the Green Belt</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for infilling in the Green Wedge or Rural Area</p>	<p>decisions that have led to the trigger</p> <p>(1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM10 – Change of Use (Land and Buildings) and Engineering Operations	3, 4	Appeal Decisions	All permissions granted for extensions to existing buildings within the Green belt, Green Wedge and Rural Area are in accordance with the Policy	<p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use and engineering operations in the Green Belt</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use and engineering operations in the Green Wedge</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use and engineering operations in the Rural Area</p>	<p>(1 - 3) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM11 – Extensions to	3, 4	Appeal Decisions	All permissions granted for extensions to	(1) 2 decisions allowed on appeal where the Council originally	(1 - 3) Consider the circumstances of the

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Existing Buildings within the Green Belt, Green Wedge and Rural Area			existing buildings within the Green Belt, Green Wedge and Rural Area are in accordance with the Policy	<p>refused to grant planning permission for extensions to existing buildings within the Green Belt</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for extensions to existing buildings within Green Wedge</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for extensions to existing buildings within the Rural Area</p>	<p>decisions that have led to the trigger</p> <p>(1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM12 – Rural and Agricultural/ Forestry Workers’ Dwellings	4, 5	Appeal Decisions	All permissions granted for rural and agricultural/ forestry workers’ dwellings are in accordance with the Policy	<p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural and agricultural/ forestry worker’s temporary accommodation</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for rural and agricultural/ forestry worker’s permanent accommodation</p> <p>(3) 2 decisions allowed on appeal where the Council originally</p>	<p>(1 - 3) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM13 – Designated Heritage Assets	3	Appeal Decisions	All permissions granted which affect a designated heritage asset are in accordance with the Policy	<p>refused to grant planning permission for the removal of occupancy conditions on rural and agricultural/ forestry worker’s accommodation</p> <p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that causes unacceptable harm to Listed Buildings</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to cause unacceptable harm in Conservation Areas</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to cause unacceptable harm to the character or setting of Registered Parks or Gardens</p> <p>(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed to adversely affect a Scheduled Monument</p>	<p>(1 - 4) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM14 – Non-Designated Heritage Assets	3	Appeal Decisions	All permissions granted which affect a non-designated heritage asset are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for development that is deemed to cause unacceptable harm to non-designated heritage assets	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM15 – Archaeology	3	Appeal Decisions	All permissions granted affecting archaeological sites are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that is deemed not to provide adequate protection or preservation and does not enhance sites of archaeological interest and their settings	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM16 – Protection and promotion of Ecology, Nature and Biodiversity	1, 3, 7	Number of development proposals that include a biodiversity net gain above the existing ecological	Unless exempt, all the development proposals should provide a minimum 10% biodiversity net gain above the existing ecological baseline of the site over a	(1) 20% of development proposals are not achieving a biodiversity net gain above the existing ecological baseline value of the site over a minimum 30 years after completion (2) 2 decisions allowed on appeal where the Council originally	(1 - 3) Consider the circumstances of the decisions that have led to the trigger (1 - 3) Consider whether the Policy requirements need to be reviewed as part of

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM17 – Trees, Woodland and Landscape Features	1, 2, 7	<p>baseline value of the site over a minimum 30 years after completion</p> <p>Appeal Decisions</p>	<p>minimum 30 years after completion</p> <p>All permissions granted affecting ecology and biodiversity are in accordance with the Policy</p>	<p>refused to grant planning permission for development that has an adverse impact on Internationally, Nationally or Locally Designated Sites</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that does not adequately avoid or mitigate impacts on biodiversity and geodiversity</p>	<p>a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM18 – Trees, Woodland and Landscape Features	1, 2, 7	<p>Number of new trees per net new dwellings</p> <p>Number of net new trees per net new strategic scale employment and infrastructure development</p> <p>Appeal Decisions</p>	<p>Three new trees per net new dwelling</p> <p>All permissions granted which affect protected trees and woodland, and non-protected landscape features are in accordance with the Policy</p>	<p>(1) 20% of net new dwellings do not provide three new trees</p> <p>(2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that results in unacceptable harm to preserved trees or woodland</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that results in unacceptable harm to natural landscape features</p>	<p>(1 - 3) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1 - 3) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM18 – Flooding/SuDS	1, 3, 7, 8	Appeal Decisions	All permissions granted are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that	(1) Consider the circumstances of the decisions that have led to the trigger

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM19 – Renewable and Low Carbon Energy	1, 3, 4,	Appeal Decisions	All permissions granted for non-householder renewable and low carbon energy development are in accordance with the Policy	<p>results in unacceptable flood risk or provide inadequate water management measures</p> <p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for renewable and low carbon energy development</p>	<p>(1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p> <p>(1) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>
Policy DM20 – Delivering Community Facilities	4, 7, 8	Appeal Decisions	All permissions granted for new community facilities are in accordance with the Policy	<p>(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new or extended community facilities</p>	<p>(1) Consider the circumstances of the decisions that have led to the trigger</p> <p>(1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM21 – Protecting Community Facilities	4, 7, 8	Appeal Decisions	All permissions granted for the change of use of existing community facilities are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for the change of use or redevelopment of community facilities (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the extension or expansion of existing community facilities	(1 - 2) Consider the circumstances of the decisions that have led to the trigger (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM22 – Education Establishments	4, 7, 8	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for change of use or redevelopment of educational facilities (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for the extension or expansion of existing educational facilities	(1 - 2) Consider the circumstances of the decisions that have led to the trigger (1 – 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM23 – High Quality and Inclusive Design	1, 2, 4, 5, 7	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for developments that do not provide high quality and inclusive design	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM24 – Design and Place Shaping Principles in Major Developments	1, 2, 4, 7, 9	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for major development that does not meet adequate design and place shaping principles	need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13  (1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM25 – Sustainable Buildings	1, 5, 7	Number of new non-residential buildings with a floor area in excess of 500sqm achieving a minimum BREEAM rating (or its successor)	All new non-residential buildings with a floor area in excess of 500sqm shall achieve a minimum BREEAM rating (or its successor) of 'Very Good' All new dwellings meeting Building Regulations optional requirement for water	(1) 20% of new non-residential buildings with a floor area in excess of 500sqm are not achieving a BREEAM rating of 'Very Good' (2) 20% of new dwellings are not meeting the Building Regulations options requirement for water efficiency of 110 litres/ person/day (3) 20% of new dwellings are not providing rainwater harvesting on-site	(1 - 4) Consider the circumstances of the permissions that have led to the trigger (1 - 4) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		achieving Building Regulations optional requirement for water efficiency of 110 litres/ person/day Number of new dwellings providing rainwater harvesting on site Number of new residential dwellings with EV charging point The percentage of EV charging points for non-residential buildings	efficiency of 110 litres/ person/day All new dwellings provide rainwater harvesting on site Residential development should provide Electric Vehicle (EV) charging point infrastructure at the rate of 1 charging point per unit	(4) 20% of new residential dwellings are not meeting the EV charging point requirements.	
Policy DM26 – Design Specification for Dwellings	1, 5, 7	Number of dwellings achieving the Nationally Described Space Standards Appeal Decisions	All new dwellings achieve the Nationally Described Space Standards All permissions for new development are in accordance with the Policy	(1) 20% of all new dwellings do not achieve the Nationally Described Space standards (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings including flats because they do	(1 - 7) Consider the circumstances of the permissions and decisions that have led to the trigger (1 - 7) Consider whether the Policy requirements need to

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				<p>not achieve suitable privacy and living environment</p> <p>(3) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings including flats because they do not achieve suitable private amenity space</p> <p>(4) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for new dwellings including flats and large houses in multiple occupation because they do not achieve appropriate and well-designed recycling and waste storage</p> <p>(5) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for large houses in multiple occupation because they do not provide sufficient cycle storage</p> <p>(6) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for large houses in multiple occupation because they</p>	<p>be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13</p>

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
				do not provide sufficient off-street parking (7) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for large houses in multiple occupation because they do not provide sufficient communal garden space	
Policy DM27 – Parking Standards	2, 5, 7	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for all development that do not meet adequate parking standards	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM28 – Tall Buildings	5, 7	Appeal Decisions	All permissions granted for new buildings above 5 storeys or above 16m high are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permissions for tall buildings that do not meet the tall buildings policy	(1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM29 – Protecting Living and Working Environments	5, 7	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that does not safeguard the amenities of occupiers of nearby residential property or is not compatible with neighbouring uses	Local Plan set out in Policy S13  (1) Consider the circumstances of the decisions that have led to the trigger (1) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13
Policy DM30 – Contamination and Pollution	1, 2, 3, 7	Appeal Decisions	All permissions granted for new development are in accordance with the Policy	(1) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for hazardous substance sites or land which is considered a threat to the health or safety of future users and/or has an adverse impact on the quality of local groundwater or surface water (2) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development in an Air Quality Management Area which has an unacceptable impact	(1 - 2) Consider the circumstances of the decisions that have led to the trigger (1 - 2) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

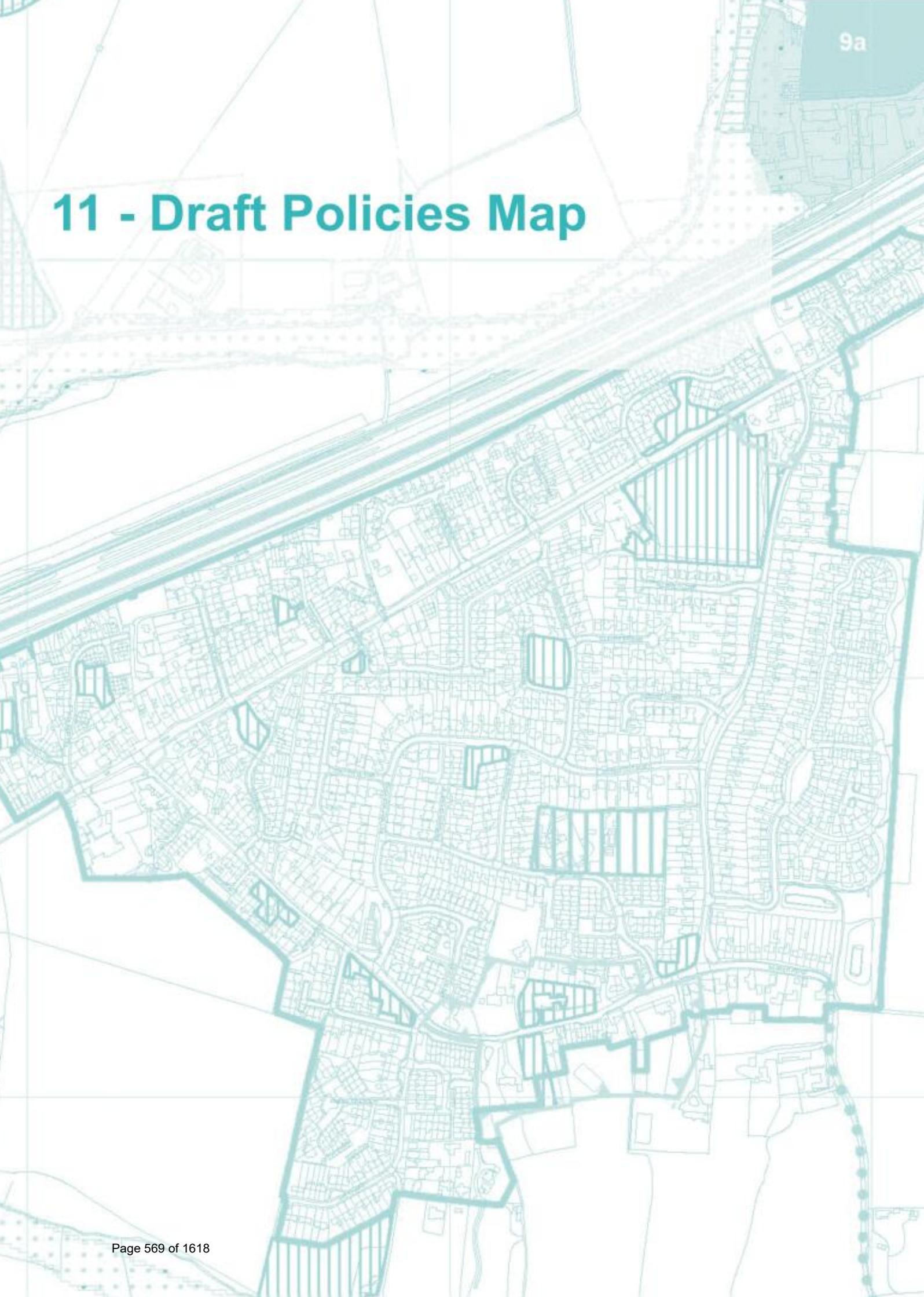
Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
Policy DM31 – Net Zero Carbon Development (In Operation)	1, 2, 3, 4, 5, 7	Number of residential buildings (excluding bungalows) and non-residential buildings achieving a space heating demand of less than 15 kWh/m <sup>2</sup> /yr Number of bungalows achieving a space heating demand of less than 20 kWh/m <sup>2</sup> /yr	All residential buildings (excluding bungalows) and non-residential buildings achieving a space heating demand of less than 15 kWh/m <sup>2</sup> /yr All new build bungalows achieve a space heating demand of less than 20 kWh/m <sup>2</sup> /yr No new buildings shall be connected to the gas grid No new buildings using fossil fuels on-site to provide space heating, domestic hot water or cooking All new buildings must use low carbon fuels to provide space heating and domestic hot water or cooking All new buildings must use low carbon fuels to provide space heating and domestic hot water or cooking	on air quality and wellbeing of people  (1) 20% of residential buildings (excluding bungalows) and non-residential buildings achieving a space heating demand of more than 15 kWh/m <sup>2</sup> /yr (2) 20% of new build bungalows achieving a space heating demand of more than 20 kWh/m <sup>2</sup> /yr (3) 20% of new buildings are connect to the gas grid (4) 20% of new buildings are using fossil fuels on-site to provide space heating, domestic hot water or cooking (5) 20% of new buildings are not using low carbon fuels to provide space heating and domestic hot water (6) 20% of new build dwellings achieve an Energy Use Intensity (EUI) of more than 35 kWh/m <sup>2</sup> GIA/yr (7) 20% of all new build offices achieve an Energy Use Intensity (EUI) of no more than 70 kWh/m <sup>2</sup> GIA/yr	(1- 17) Consider the circumstances of the decisions that have led to the trigger (1 – 17) Consider whether the Policy requirements need to be reviewed as part of a full or focused formal review of the Local Plan set out in Policy S13

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		<p>Number of new buildings using space heating and domestic hot water using low carbon fuels</p> <p>Number of new build dwellings achieving an Energy Use Intensity (EUI) of no more than 35 kWh/m<sup>2</sup> GIA/yr</p> <p>Number of new build offices achieving an Energy Use Intensity (EUI) of no more than 65 kWh/m<sup>2</sup> GIA/yr</p> <p>All new build light industrial buildings achieving an Energy Use Intensity (EUI) of no more than 35 kWh/m<sup>2</sup> GIA/yr</p> <p>20% of all new builds are not achieving at least 80 kWh/m<sup>2</sup> building footprint generated on-site through renewable energy</p> <p>20% of all new industrial buildings are not achieving at least 120 kWh/m<sup>2</sup> building footprint through renewable energy</p> <p>20% of dwellings on development proposals of 100 or more dwellings are not achieving the 10% requirement to have in-use energy monitoring for the first 5 years</p> <p>2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 1</p> <p>2 decisions allowed on appeal where the Council originally refused to grant planning</p>	<p>no more than 35 kWh/m<sup>2</sup> GIA/yr</p> <p>All new build offices achieving an Energy Use Intensity (EUI) of no more than 70 kWh/m<sup>2</sup> GIA/yr</p> <p>All new build schools achieving an Energy Use Intensity (EUI) of no more than 65 kWh/m<sup>2</sup> GIA/yr</p> <p>All new build light industrial buildings achieving an Energy Use Intensity (EUI) of no more than 35 kWh/m<sup>2</sup> GIA/yr</p> <p>At least 80 kWh/m<sup>2</sup> building footprint for all new buildings is generated on-site by renewable energy</p> <p>At least 120 kWh/m<sup>2</sup> building footprint for all new industrial buildings is generated on-site by renewable energy</p> <p>On development proposals of 100 or more dwellings, 10% of</p>	<p>(8) Any all new build schools achieve an Energy Use Intensity (EUI) of no more than 65 kWh/m<sup>2</sup> GIA/yr</p> <p>(9) 20% of any new build light industrial buildings achieve an Energy Use Intensity (EUI) of no more than 35 kWh/m<sup>2</sup> GIA/yr</p> <p>(10) 20% of all new builds are not achieving at least 80 kWh/m<sup>2</sup> building footprint generated on-site through renewable energy</p> <p>(11) 20% of all new industrial buildings are not achieving at least 120 kWh/m<sup>2</sup> building footprint through renewable energy</p> <p>(12) 20% of dwellings on development proposals of 100 or more dwellings are not achieving the 10% requirement to have in-use energy monitoring for the first 5 years</p> <p>(13) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 1</p> <p>(14) 2 decisions allowed on appeal where the Council originally refused to grant planning</p>	

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		<p>achieving an Energy Use Intensity (EUI) of no more than 35 kWh/m<sup>2</sup> GIA/yr</p> <p>The amount of renewable energy generated on-site for all new buildings</p> <p>The amount of renewable energy generated on-site for all new industrial buildings</p> <p>On development proposals of 100 or more dwellings, the number of dwellings where in-use energy monitoring will take place for the first 5 years</p> <p>Number of dwellings built to Passivhaus Classic standard</p>	<p>dwellings are required to have in-use energy monitoring for the first 5 years</p>	<p>permission for development that fails to comply with requirement 2 (15) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 3 (16) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for development that fails to comply with requirement 4 (17) 2 decisions allowed on appeal where the Council originally refused to grant planning permission for residential extensions and conversions (excluding listed buildings) that do not meet the minimum standard approach to fabric specifications set out in Table 2 and incorporate renewable energy generation technology where deemed feasible</p>	

Local Plan Policy	Strategic Priority	Key Indicators	Target (if applicable)	Trigger for action	Contingency/Action
		Number of dwellings built to higher than Passivhaus Classic standard Appeal decisions			

# 11 - Draft Policies Map



**11.1** This Section includes the Draft Policies Map for the Local Plan. This covers the whole of the Chelmsford area and its purpose is to illustrate sites for development or protection within the Local Plan.

**11.2** Most notations on the Draft Policies Map are defined by the Council including open spaces, Employment Areas and Settlement Boundaries. A number of evidence base studies have been used to inform the notations on the Draft Policies Map. These include an Urban Area and Defined Settlement Boundary Review 2024 and an Open Space Assessment 2016. All these evidence base studies can be found on the Council's website.

**11.3** The table below sets out which areas are covered by which part or inset of the Draft Policies Map. The notations on the Draft Policies Map are shown on the Key found after the following table. An illustrative map showing the current Designated Neighbourhood Plan Areas is included within the mapping for information.

Map Number	Area Covered
1	Chelmsford North
2	Chelmsford South
3	Chelmsford Urban Area
4	Chelmsford City Centre
5	South Woodham Ferrers
6	South Woodham Ferrers Town Centre
7	Battlesbridge (Rettendon Parish)
8	Bicknacre (Woodham Ferrers and Bicknacre Parish)
9	Boreham
10	Broomfield
11	Chatham Green (Little Waltham Parish)
12	Danbury
13	East Hanningfield
14	Edney Common (Highwood Parish)
15	Ford End (Great Waltham Parish)
16	Galleywood
17	Good Easter
18	Great Leighs (Great and Little Leighs Parish)
19	Great Waltham and Howe Street
20	Highwood (Loves Green)
21	Howe Green (Sandon Parish)

## 11 - Draft Policies Map

Map Number	Area Covered
22	Little Baddow
23	Little Waltham
24	Margaretting
25	Pleshey
26	Ramsden Heath (South Hanningfield Parish)
27	Rettendon Common
28	Rettendon Place
29	Roxwell
30	Runwell
31	Sandon
32	Stock
33	St. Luke's Park (Rettendon and Runwell Parishes)
34	Temple Farm and Temple Wood (West Hanningfield and Stock Parishes)
35	West Hanningfield and Hanningfield Reservoir Treatment Works
36	Woodham Ferrers (Woodham Ferrers and Bicknacre Parish)
37	Writtle
<b>Rural Employment Areas</b>	
38	Bolding Hatch (Roxwell Parish)
39	Old Park Farm (Great Waltham Parish)
40	Warner's Farm (Great Waltham Parish)
41	Woodlands (South Hanningfield Parish)
42	Oaklands (Stock Parish)
<b>Other Maps</b>	
43	Minerals Safeguarding Areas
44	Made (adopted) Neighbourhood Plan Areas
Information only	Designated Neighbourhood Plan Areas



# Chelmsford Local Plan

## Legend for Draft Policies Map May 2024

Relevant Key Policy References are shown in brackets

- Chelmsford City Council Area
- Inset
- Chelmsford and South Woodham Ferrers Urban Areas (S7)
- Chelmsford City Centre (S1, S8, S12, S17, DM5)
- South Woodham Ferrers Town Centre (S12, DM5)
- Defined Settlement Boundary (S7, DM2)
- Area for the former Runwell Hospital Major Developed Site
- Boundary of Strategic Growth Site Allocations 2, 3a, 6, 7a and 16a
- New Housing Site (S7 and Relevant Growth Site or Strategic Growth Site Policies)+
- Indicative Location for New Housing Site (S7 and Growth Sites 11b, 11c, 14a, 14b, 17a and 17b)+
- New Garden Community for Major Housing and Employment Development (SGS6, SGS16a)
- Specialist Residential Accommodation (SGS7b, GS12)
- New Travelling Showpeople Site (SGS7a)
- Proposed Employment Area (S6, S7, S8, GS9a, SGS6, SGS16b, SGS3b, DM4)
- Existing Employment Area (S8, DM4)
- Rural Employment Area (S8, DM4)
- Proposed Rural Employment Area (SGS15, S6, S8, DM4)
- Green Belt (S11, DM6, DM9, DM10, DM11, DM12)
- Special Area of Conservation (SAC) (S4, S9, DM16)\*
- Special Protection Area and Ramsar Site (S4, S9, DM16)\*
- Marine Conservation Zone (S2)\*
- Site of Special Scientific Interest (SSSI) (S4, DM16)\*
- Scheduled Monument (S3, DM13)\*
- Registered Park and Garden of Special Historic Interest (S3, DM13)\*
- Local Nature Reserve (S4, DM16)\*
- Local Wildlife Site (LoWS) (S4, DM16)
- Essex Wildlife Trust Nature Reserve (S4, DM16)\*
- Green Wedge (S11, DM7, DM9, DM10, DM11, DM12)
- Protected Lane (S3, DM17)
- Conservation Area (S3, DM13)

- Area for Conservation / Strategic Landscape Enhancement (SG57a)
- Country Park\*
- Proposed Country Park (SGS3, SGS6, SGS16a)
- Land Allocated for Future Recreation Use for SUDS and/or Biodiversity (S4, SG52, SG53c, SG57a, SGS16a)
- Open Space (S11, DM21)
- New Railway Station (S9)
- Railway Station Access Road (S9)
- Radial Distributor Road (RDR1) (S9)
- Proposed Northern RDR Detailed Design with New Garden Community Masterplan Area (S9, SGS8)
- Proposed Link Road (SGS3a)
- Route Capacity Improvement (S9, SGS10)
- Proposed Cycle Route\*
- Proposed Bridge (S9, SGS1a, SGS1w, SGS3a, SGS6, SGS16a)
- Existing Park and Ride
- Area Considered for additional Park and Ride Facilities (S9)
- Proposed Chelmsford North East Bypass - Detailed Design within Masterplan Area (S9, SGS6)\*
- Proposed Chelmsford North East Bypass - Safeguarded Corridor (S9, SGS6)\*
- Route Based Strategy (S9)
- Strategic Trunk Route
- Strategic Non-Trunk Route
- Regional Route
- Location for Primary School
- Existing School, Further / Higher Education Establishment (DM22)
- Primary Shopping Area (S12, DM5)
- Principal Neighbourhood Centre (S12, DM5)
- Local Neighbourhood Centre (S12, DM5)
- Special Policy Area (S7, SPA1-SPA6)
- Hazardous Substance Site Safeguarding Zone (DM30)\*
- Flood Zone 2 (S2, DM18)\*
- Flood Zone 3 (S2, DM18)\*

+New Housing Site  
Please note that site policies are abbreviated to the site number

\*These notations are designated by third parties not Chelmsford City Council and are subject to change

Spatial Planning Services  
Directorate for Sustainable Communities

Chelmsford City Council  
Civic Centre  
Duke Street  
Chelmsford  
CM1 1JE

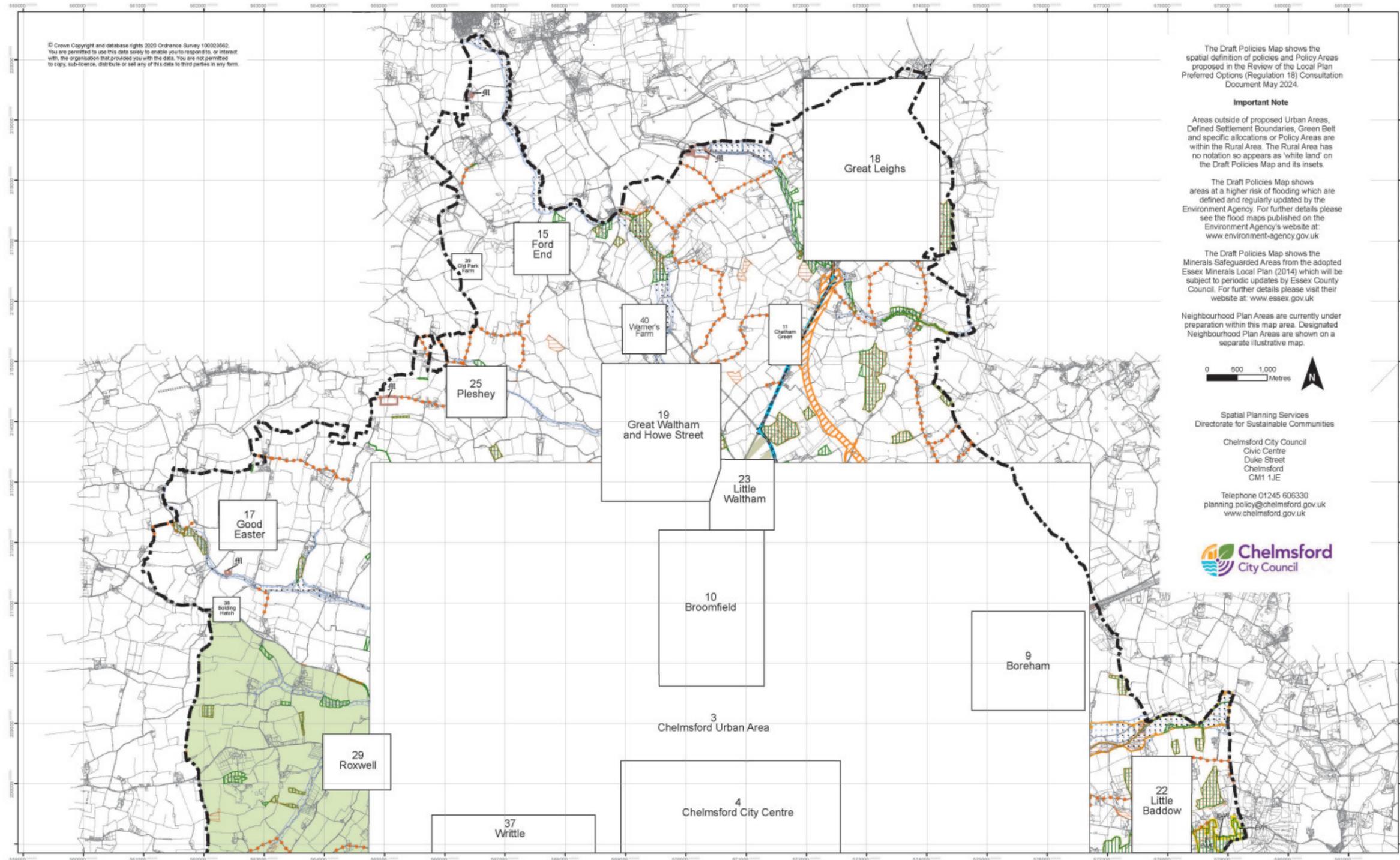
Telephone 01245 606330  
planning.policy@chelmsford.gov.uk  
www.chelmsford.gov.uk

Map 1



**Chelmsford Local Plan**  
Preferred Options (Regulation 18) Draft Changes to the Policies Map  
May 2024

**1 Chelmsford North**



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The Draft Policies Map shows the spatial definition of policies and Policy Areas proposed in the Review of the Local Plan Preferred Options (Regulation 18) Consultation Document May 2024.

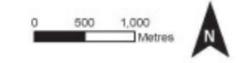
**Important Note**

Areas outside of proposed Urban Areas, Defined Settlement Boundaries, Green Belt and specific allocations or Policy Areas are within the Rural Area. The Rural Area has no notation so appears as 'white land' on the Draft Policies Map and its insets.

The Draft Policies Map shows areas at a higher risk of flooding which are defined and regularly updated by the Environment Agency. For further details please see the flood maps published on the Environment Agency's website at: [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

The Draft Policies Map shows the Minerals Safeguarded Areas from the adopted Essex Minerals Local Plan (2014) which will be subject to periodic updates by Essex County Council. For further details please visit their website at: [www.essex.gov.uk](http://www.essex.gov.uk)

Neighbourhood Plan Areas are currently under preparation within this map area. Designated Neighbourhood Plan Areas are shown on a separate illustrative map.



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Directorate for Sustainable Communities  
Chelmsford City Council  
Civic Centre  
Duke Street  
Chelmsford  
CM1 1JE  
Telephone 01245 606330  
[planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)  
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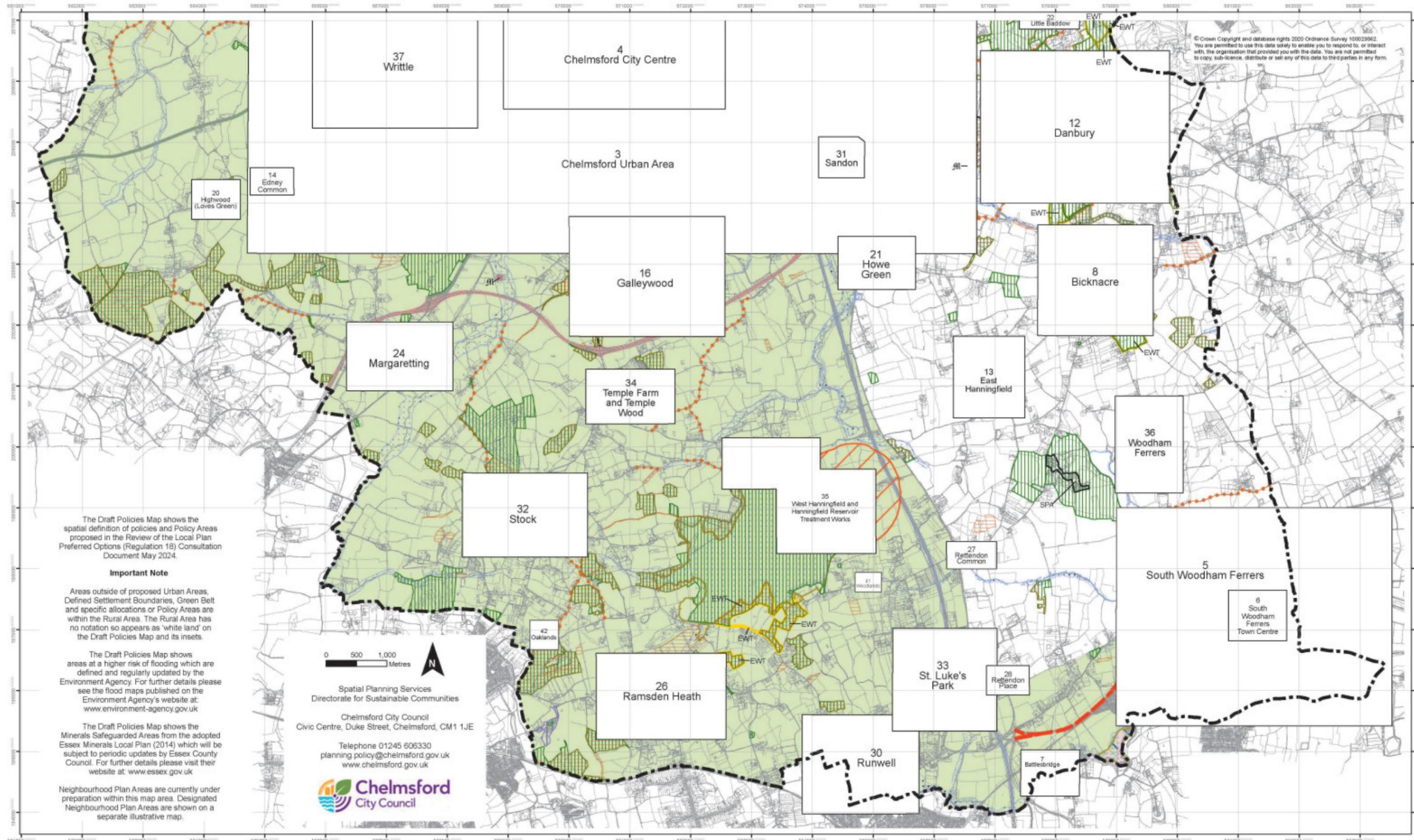


Map 2



**Chelmsford Local Plan**  
Preferred Options (Regulation 18) Draft Changes to the Policies Map  
May 2024

**2** Chelmsford South



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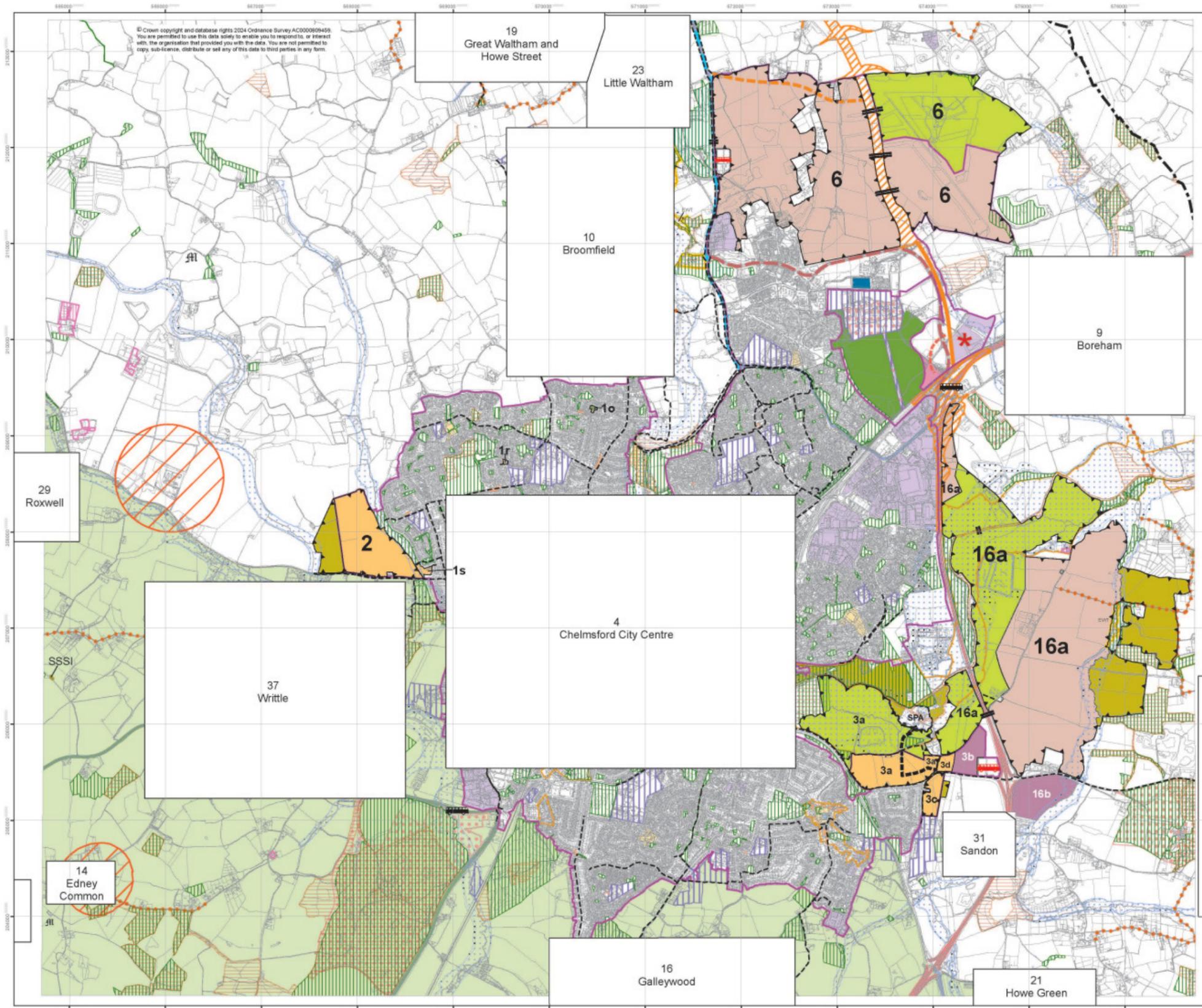
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Spatial Planning Services  
Directorate for Sustainable Communities

Chelmsford City Council  
Civic Centre, Duke Street, Chelmsford, CM1 1JE

Telephone 01245 605330  
[planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)  
[www.chelmsford.gov.uk](http://www.chelmsford.gov.uk)

Map 3



**3 Chelmsford Urban Area**

The Draft Policies Map shows the spatial definition of policies and Policy Areas proposed in the Review of the Local Plan Preferred Options (Regulation 18) Consultation Document May 2024.

**Important Note**

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Neighbourhood Plan Areas are currently under preparation within this map area. Designated Neighbourhood Plan Areas are shown on a separate illustrative map.

**\*** Beaulieu Park Employment Site

The precise boundary will be confirmed through the detailed design process in relation to Chelmsford North East Bypass and the Radial Distributor Road.



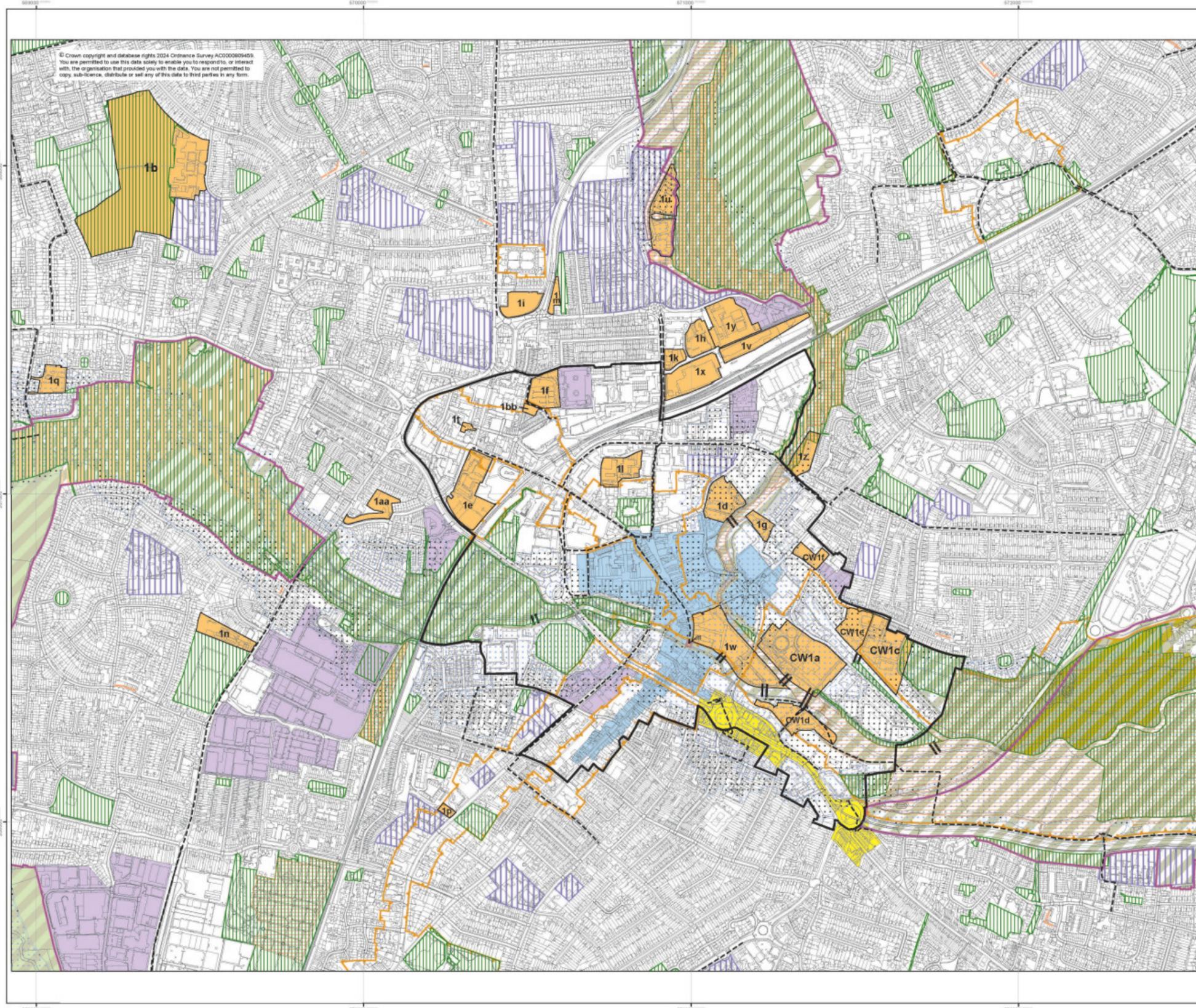
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Map 4



**4 Chelmsford City Centre**

The Draft Policies Map shows the spatial definition of policies and Policy Areas proposed in the Review of the Local Plan Preferred Options (Regulation 18) Consultation Document May 2024.

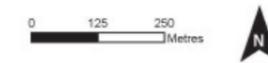
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Neighbourhood Plan Areas are currently under preparation within this map area. Designated Neighbourhood Plan Areas are shown on a separate illustrative map.



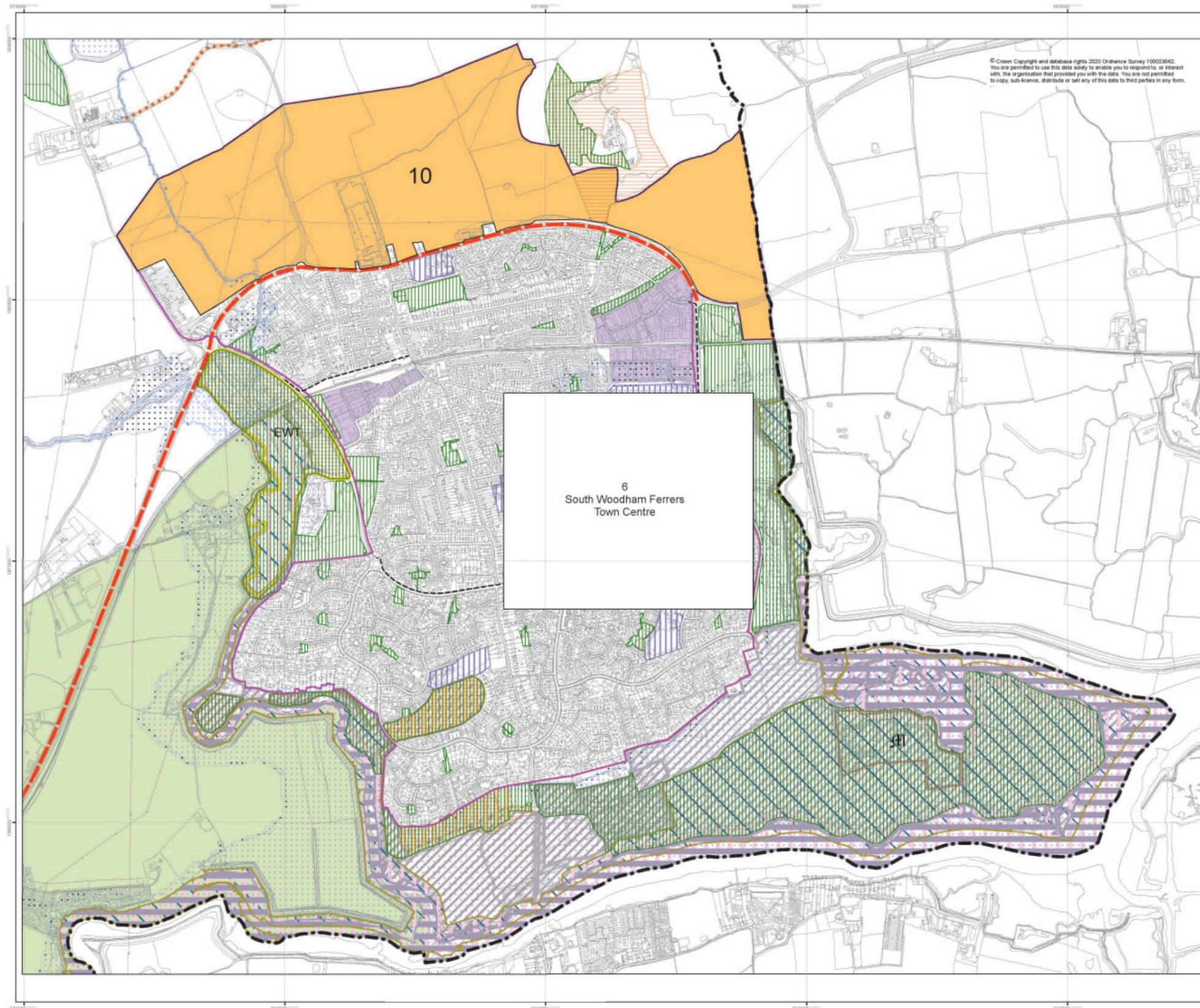
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Civic Centre  
Duke Street  
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Map 5



**Chelmsford  
Local Plan**

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

**5** South Woodham  
Ferrers

The Draft Policies Map shows the spatial definition of policies and Policy Areas proposed in the Review of the Local Plan Preferred Options (Regulation 18) Consultation Document March 2024.

**Important Note**

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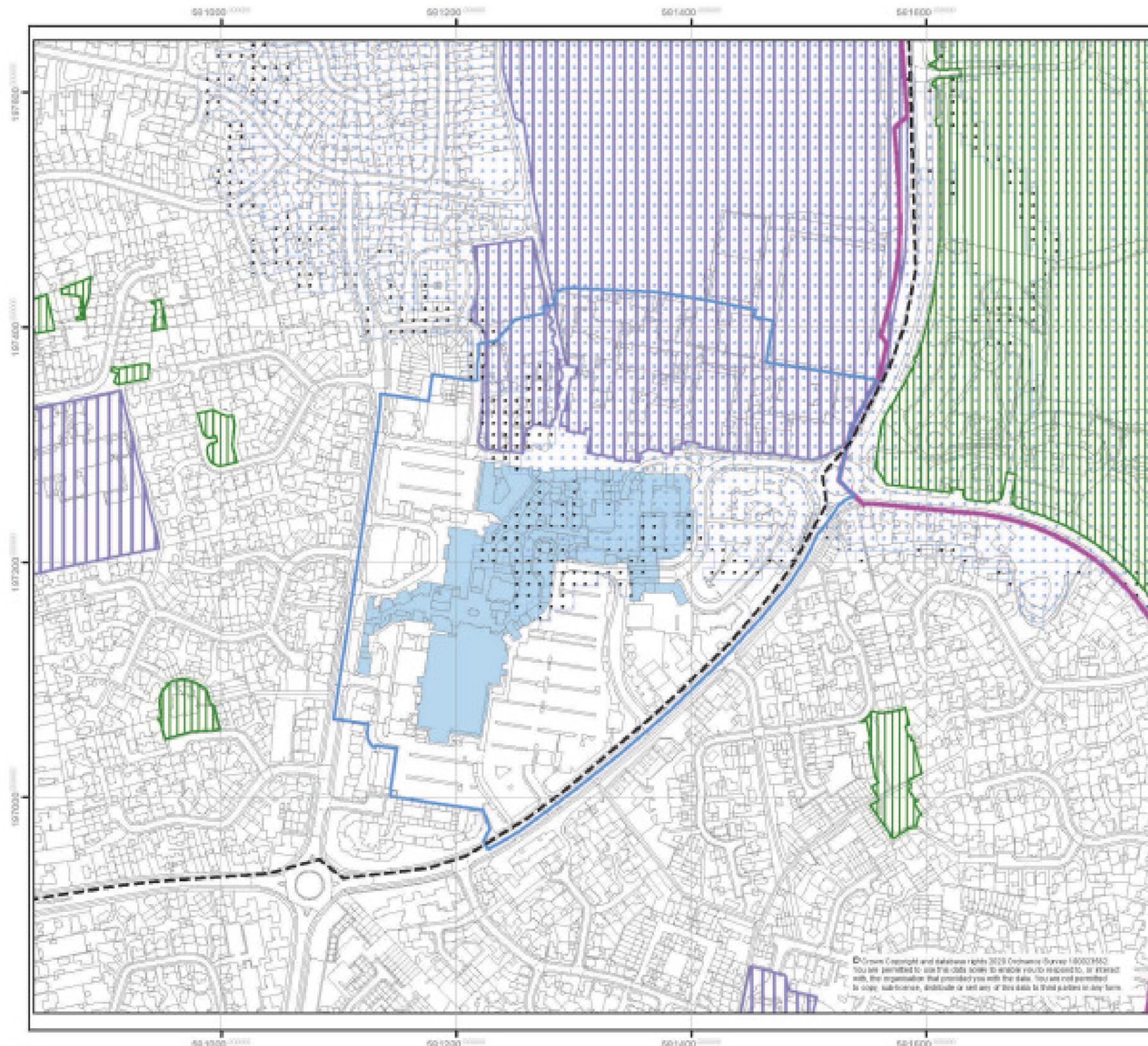
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Civic Centre  
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Map 6



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

6

### South Woodham Ferrers Town Centre

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#### Important Note

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Civic Centre  
Duke Street  
Chelmsford  
CM1 1JE

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Map 7



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

## 7 Battlesbridge (Rettendon Parish)

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### Important Note

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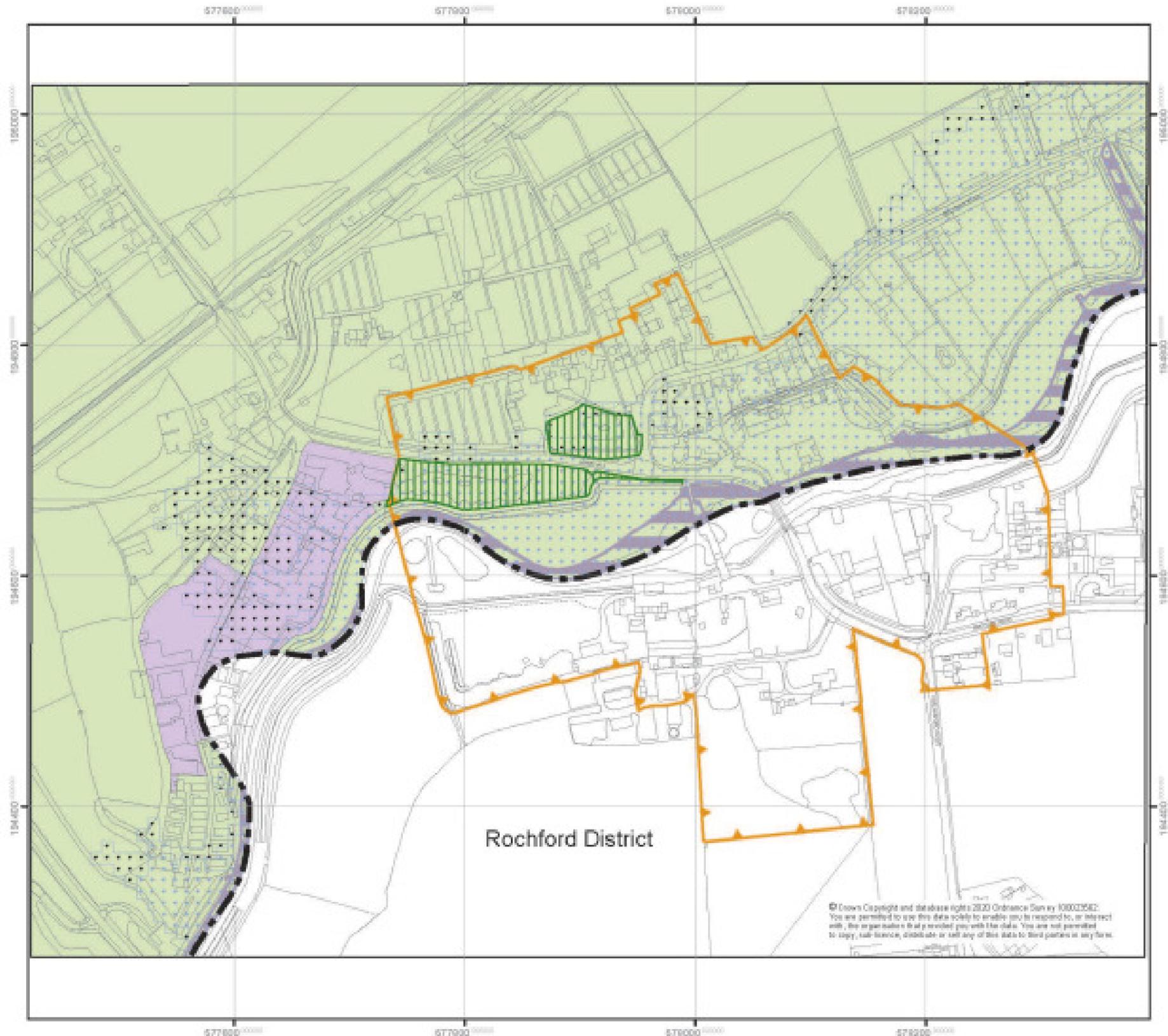
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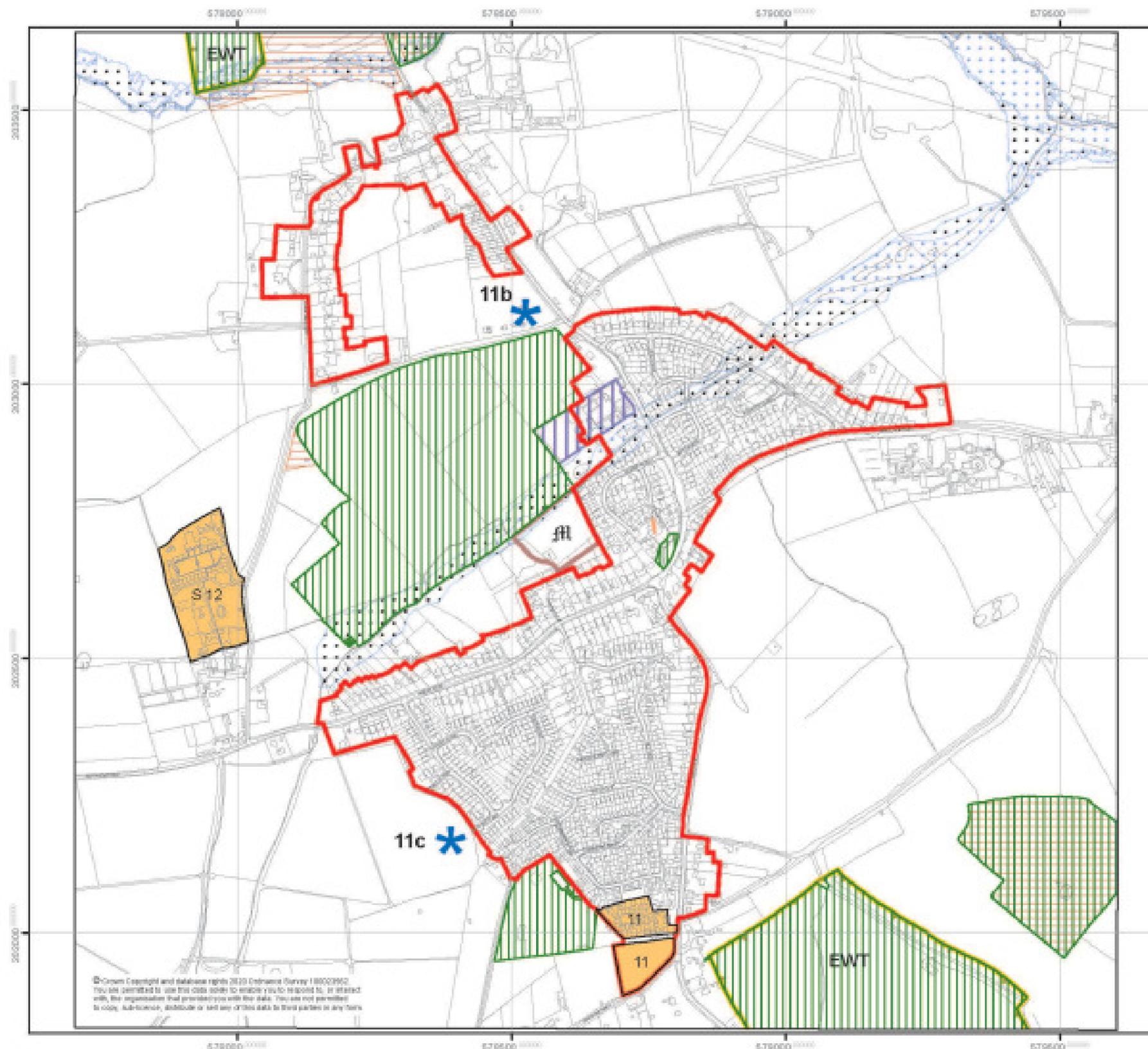
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City Centre  
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Map 8



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

### 8 Bicknacre (Woodham Farmers and Bicknacre Parishes)

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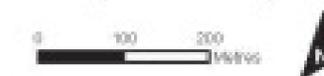
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CM1 1JE

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Map 9



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

## 9 Boreham

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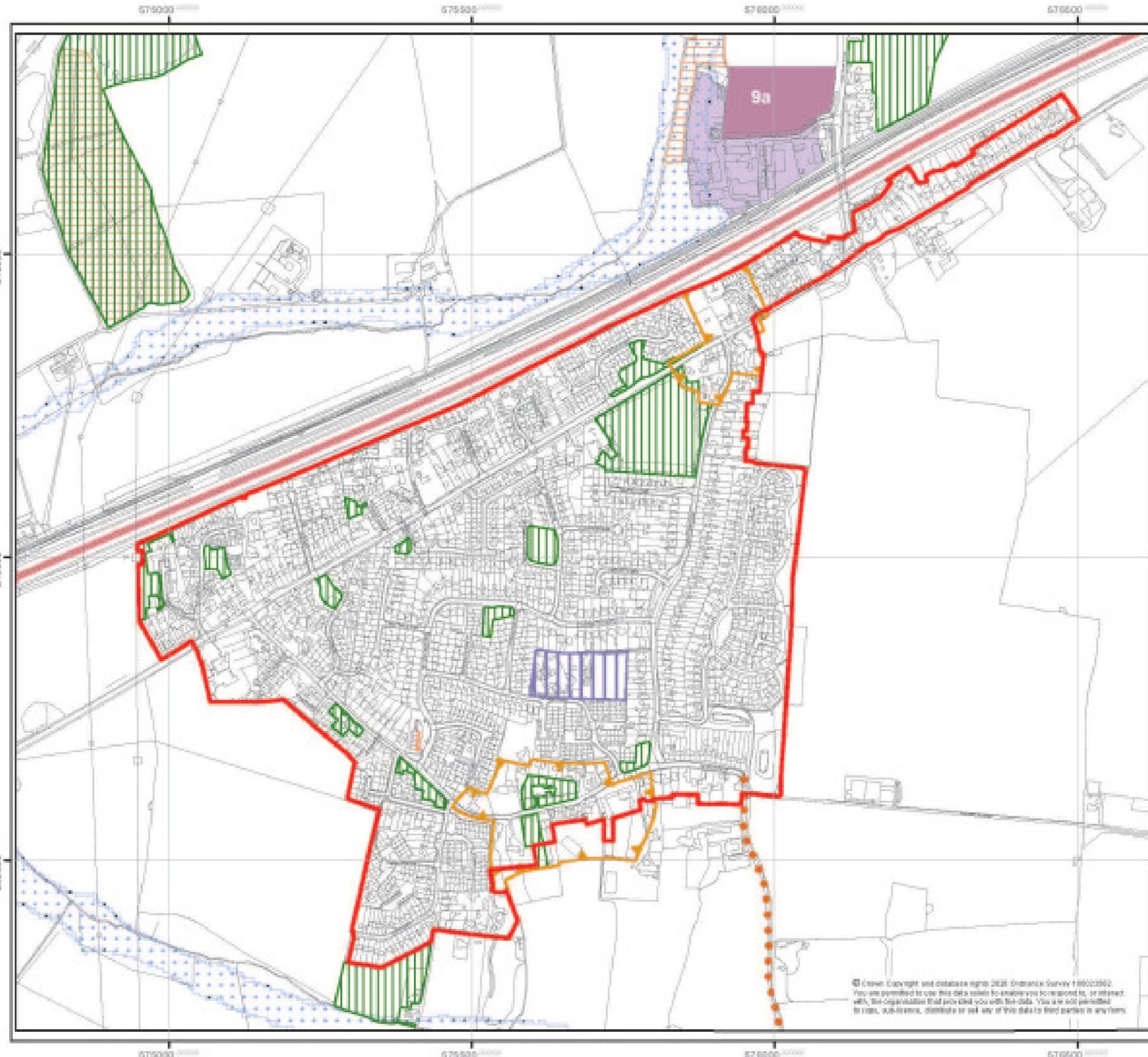
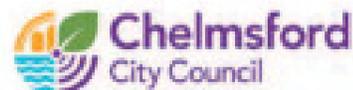
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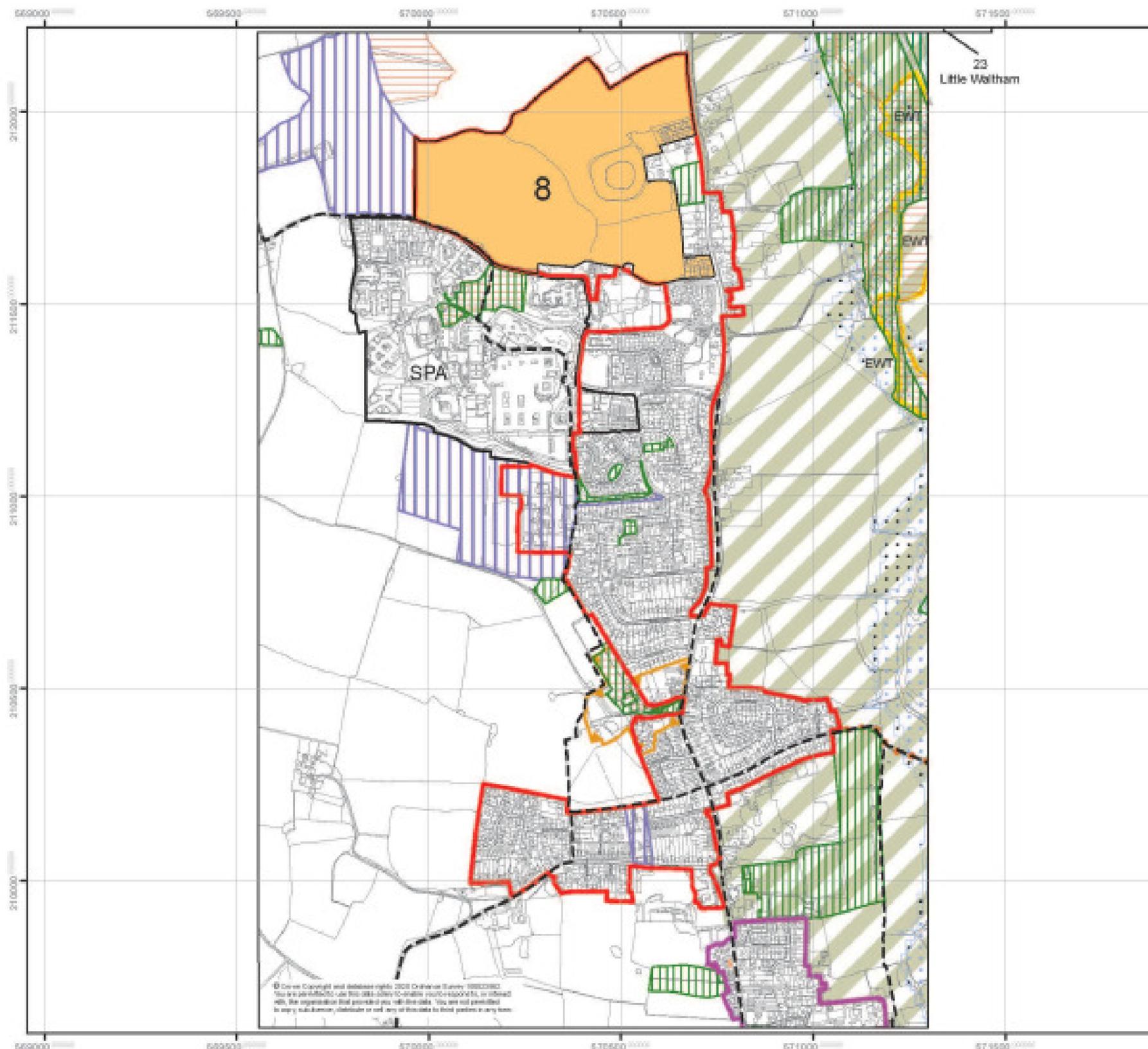
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Map 10



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

10

## Broomfield

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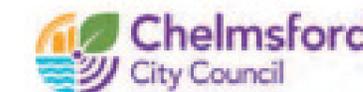
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Map 11



**11 Chatham Green (Little Waltham Parish)**

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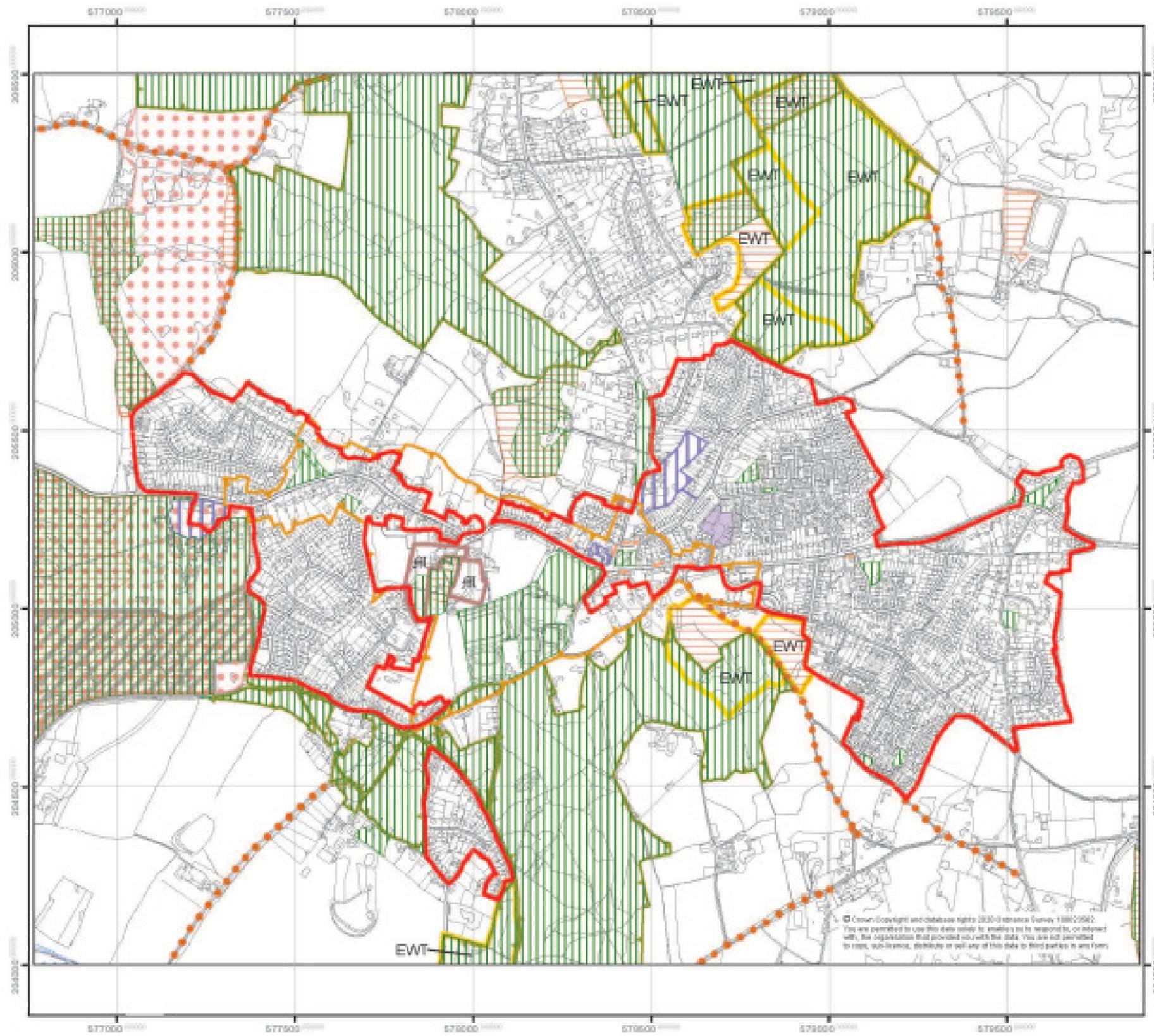
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Map 12



**Chelmsford Local Plan**  
Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

**12 Danbury**

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Map 13



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

13

## East Hanningfield

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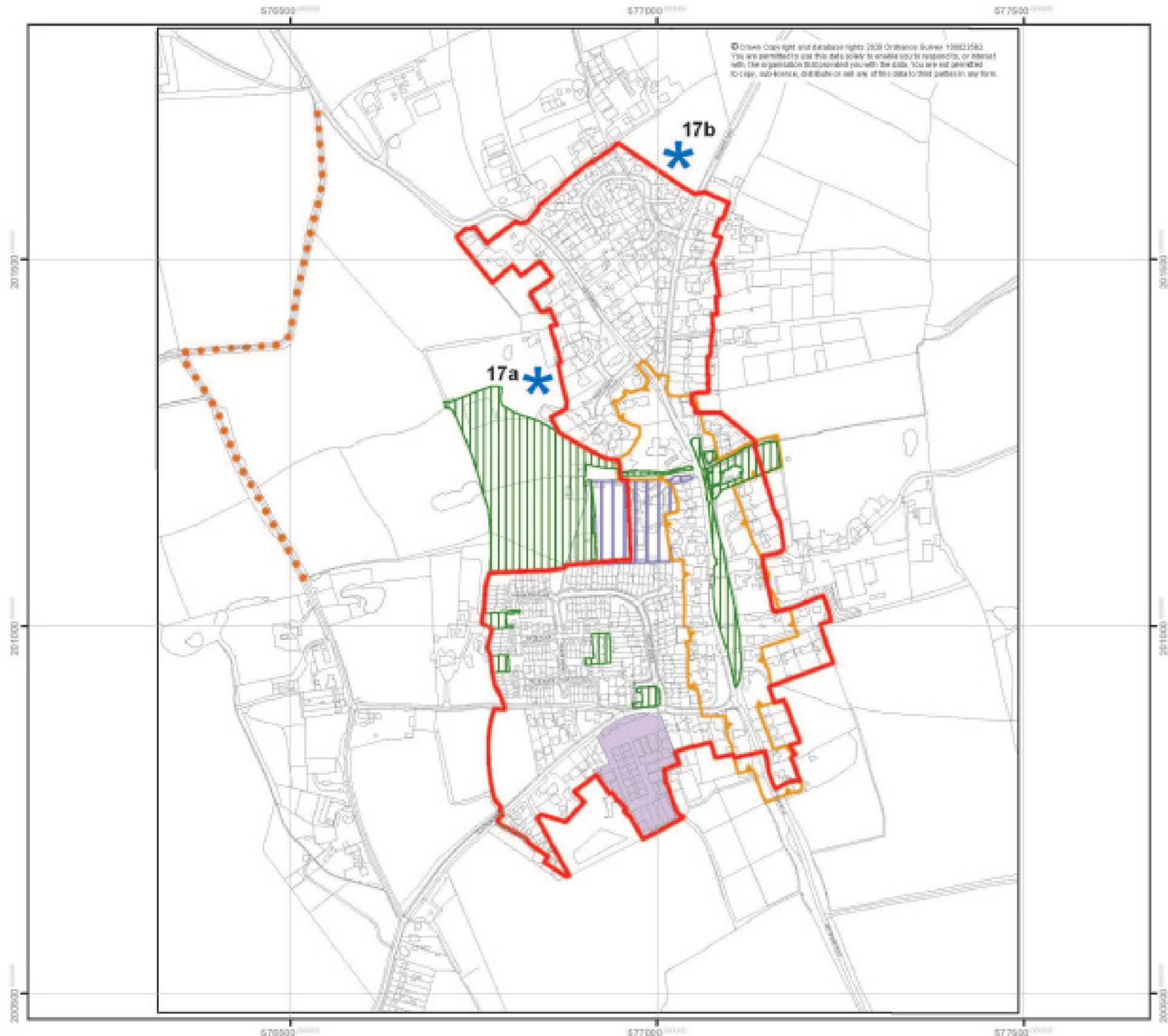
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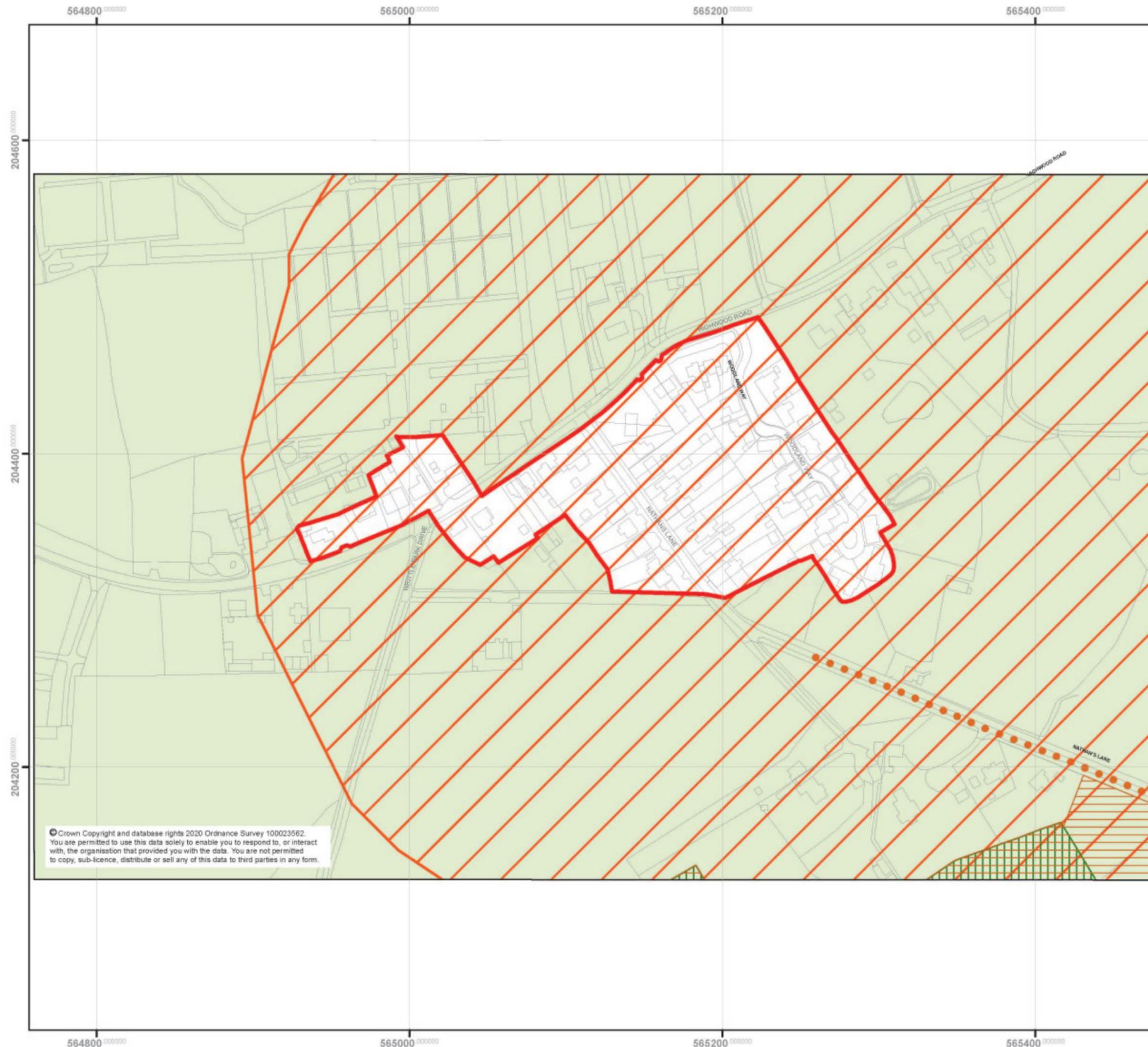
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City Centre  
Duke Street  
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Map 14



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

14

## Edney Common (Highwood Parish)

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Civic Centre  
Duke Street  
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CM1 1JE

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Map 15



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

**15**

## Ford End (Great Waltham Parish)

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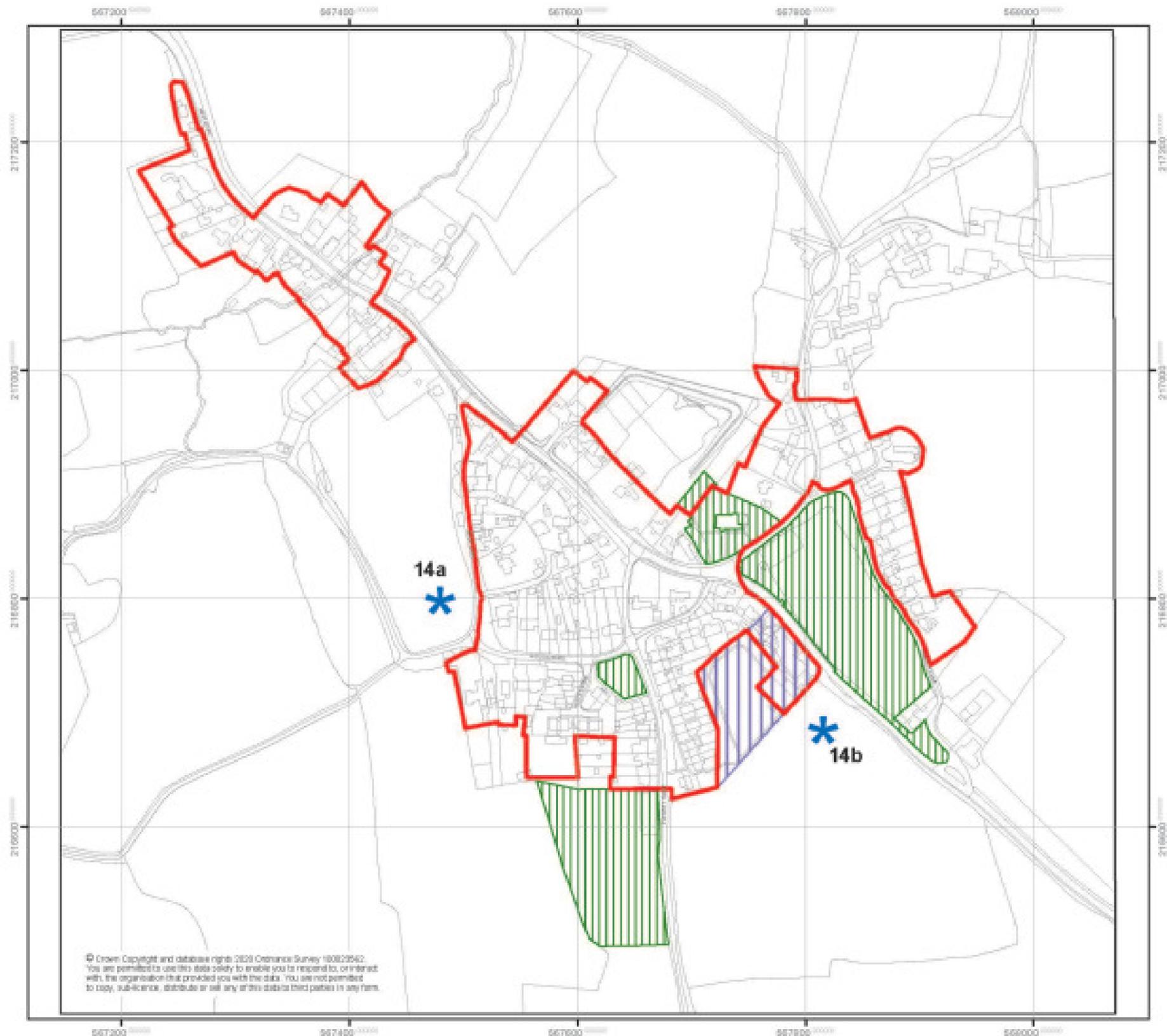
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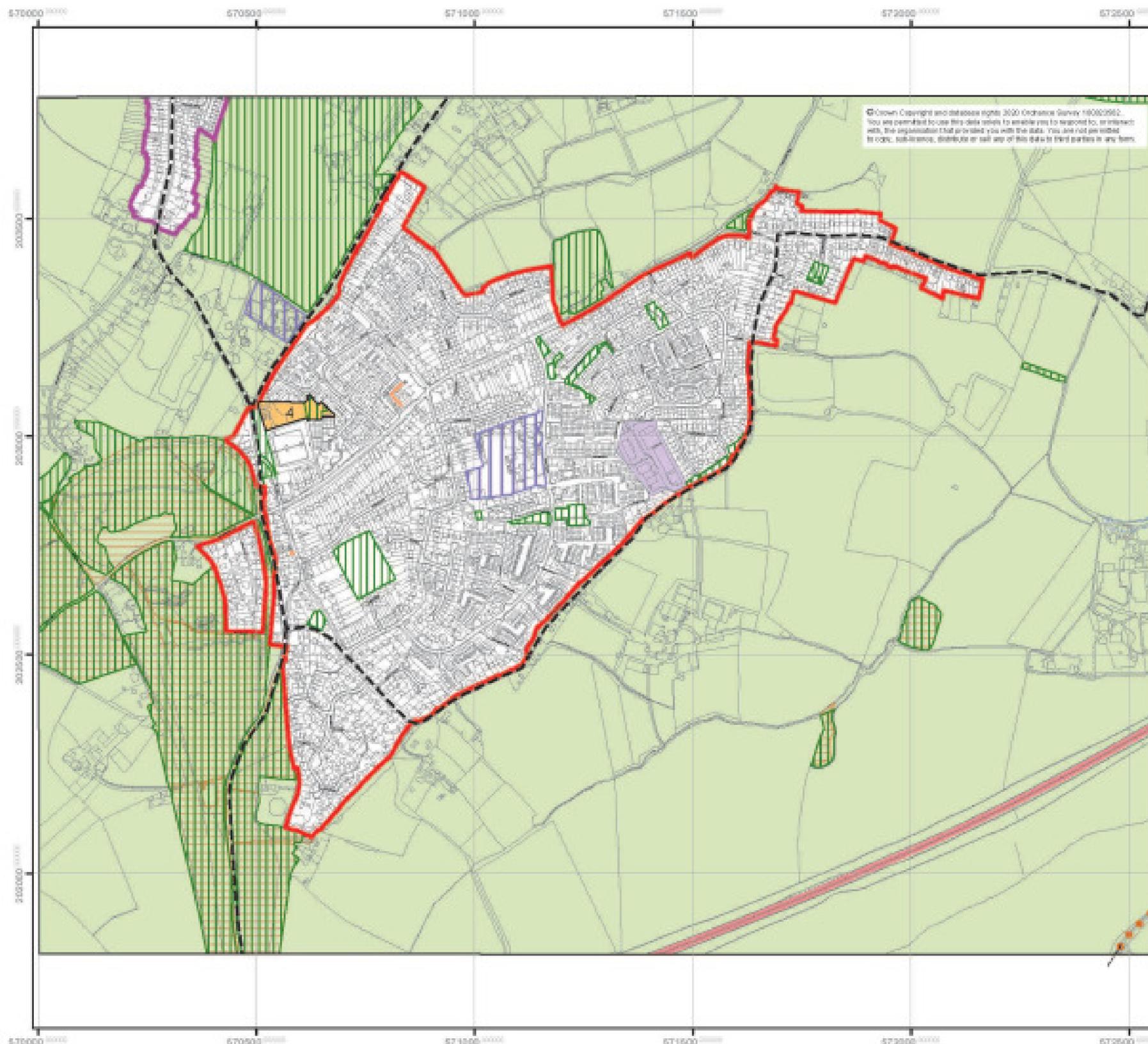
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Map 16



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

16

### Galleywood

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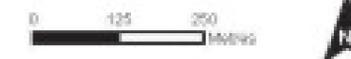
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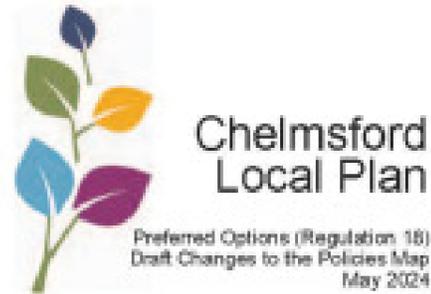
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Civic Centre  
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Map 17



**17 Good Easter**

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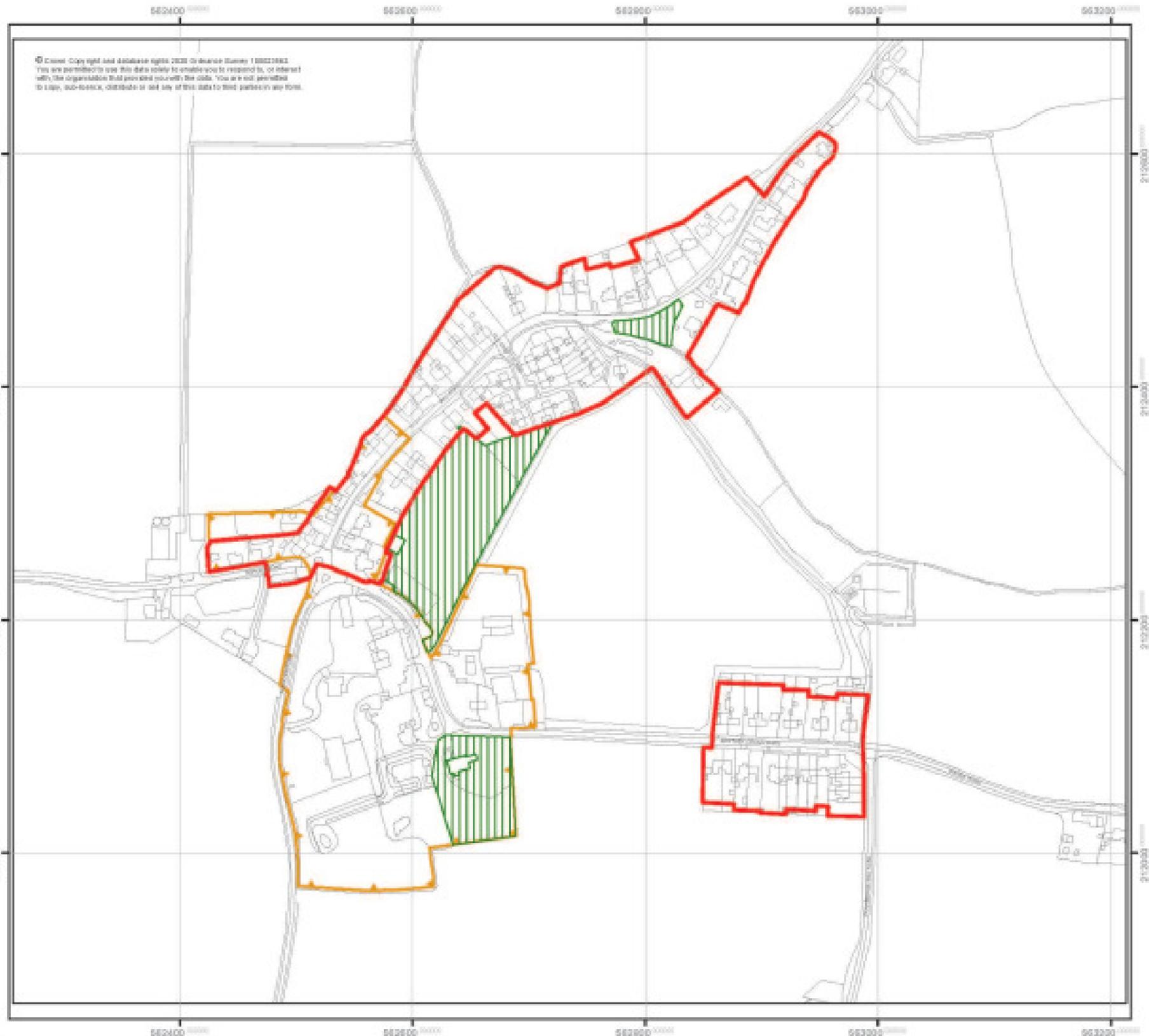
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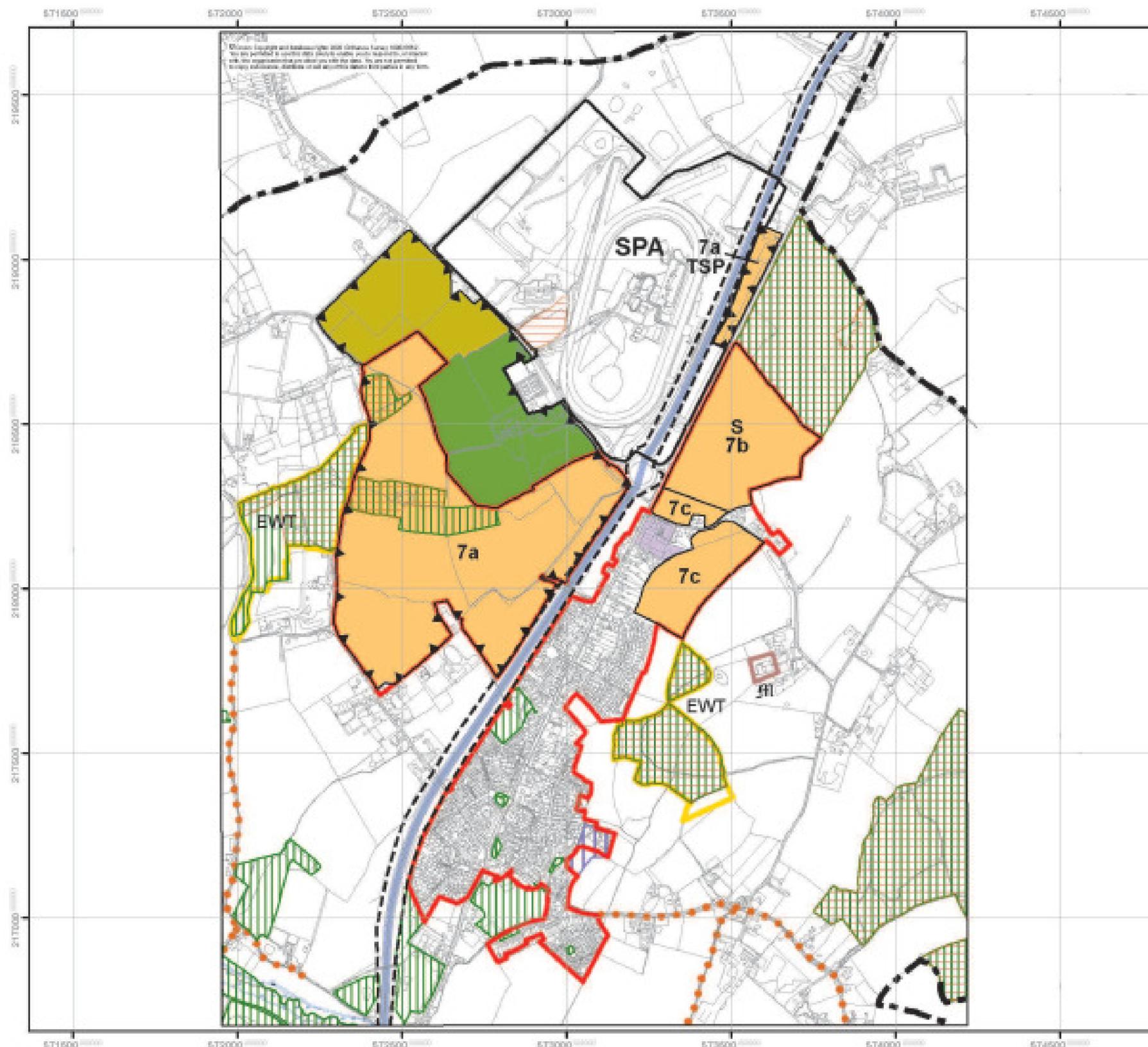
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Map 18



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

## 18 Great Leighs (Great and Little Leighs Parish)

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Civic Centre  
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CM1 1JE

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Map 19



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

19

## Great Waltham and Howe Street

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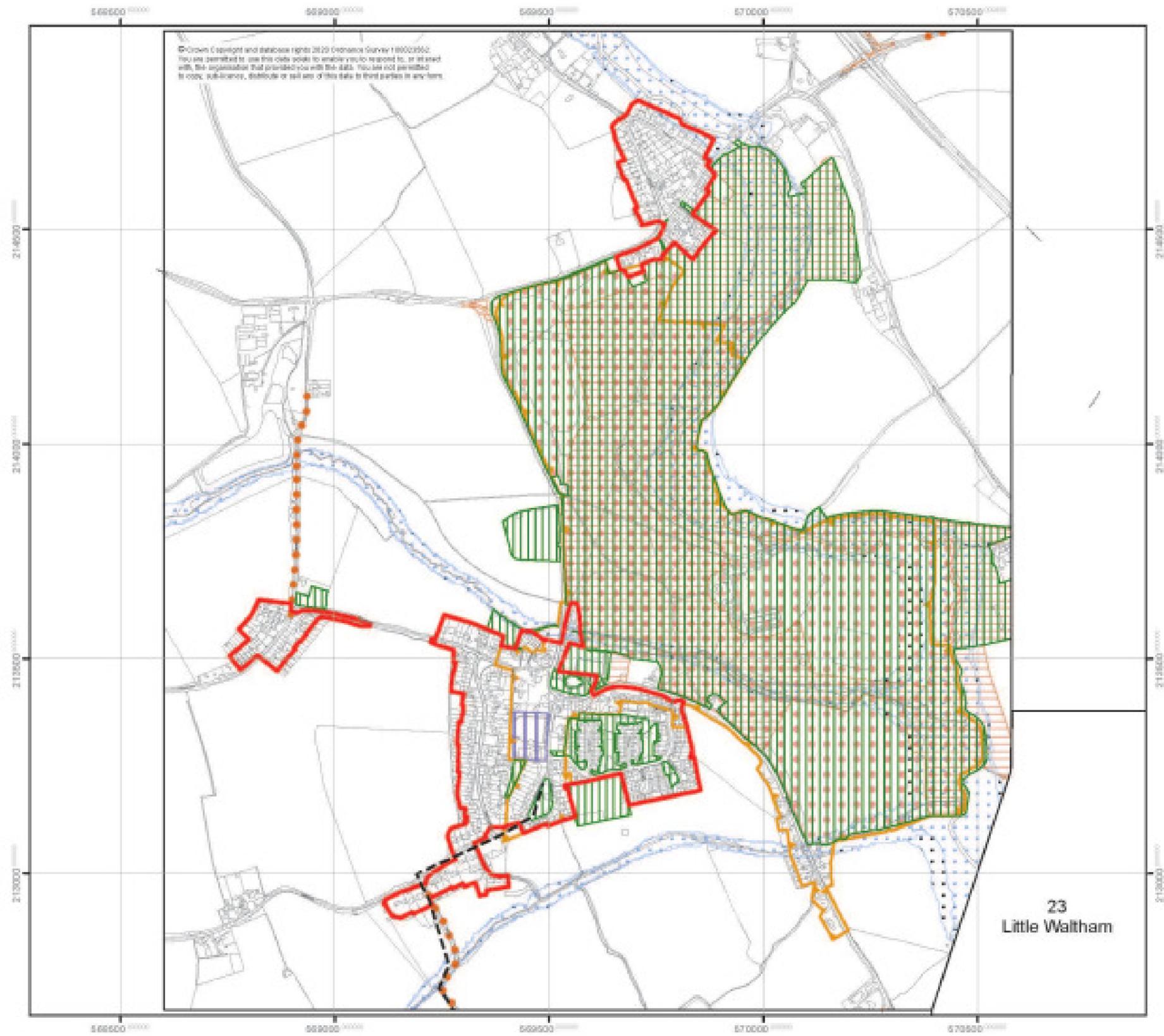
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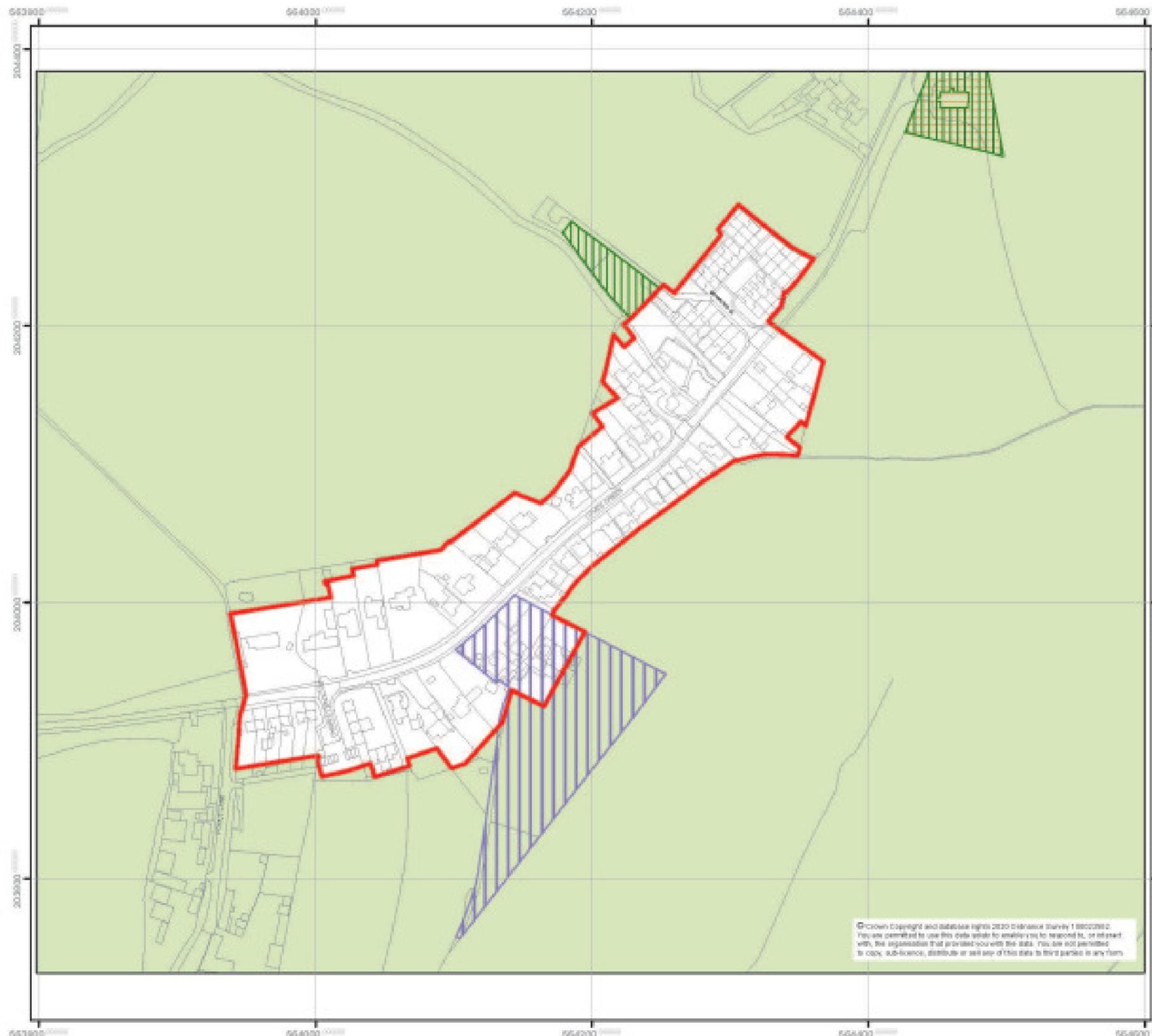
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Chelmsford  
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23  
Little Waltham

Map 20



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

### 20 Highwood (Loves Green)

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Civic Centre  
Duke Street  
Chelmsford  
CM1 1JE

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[planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)  
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Map 21



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

## 21 Howe Green (Sandon Parish)

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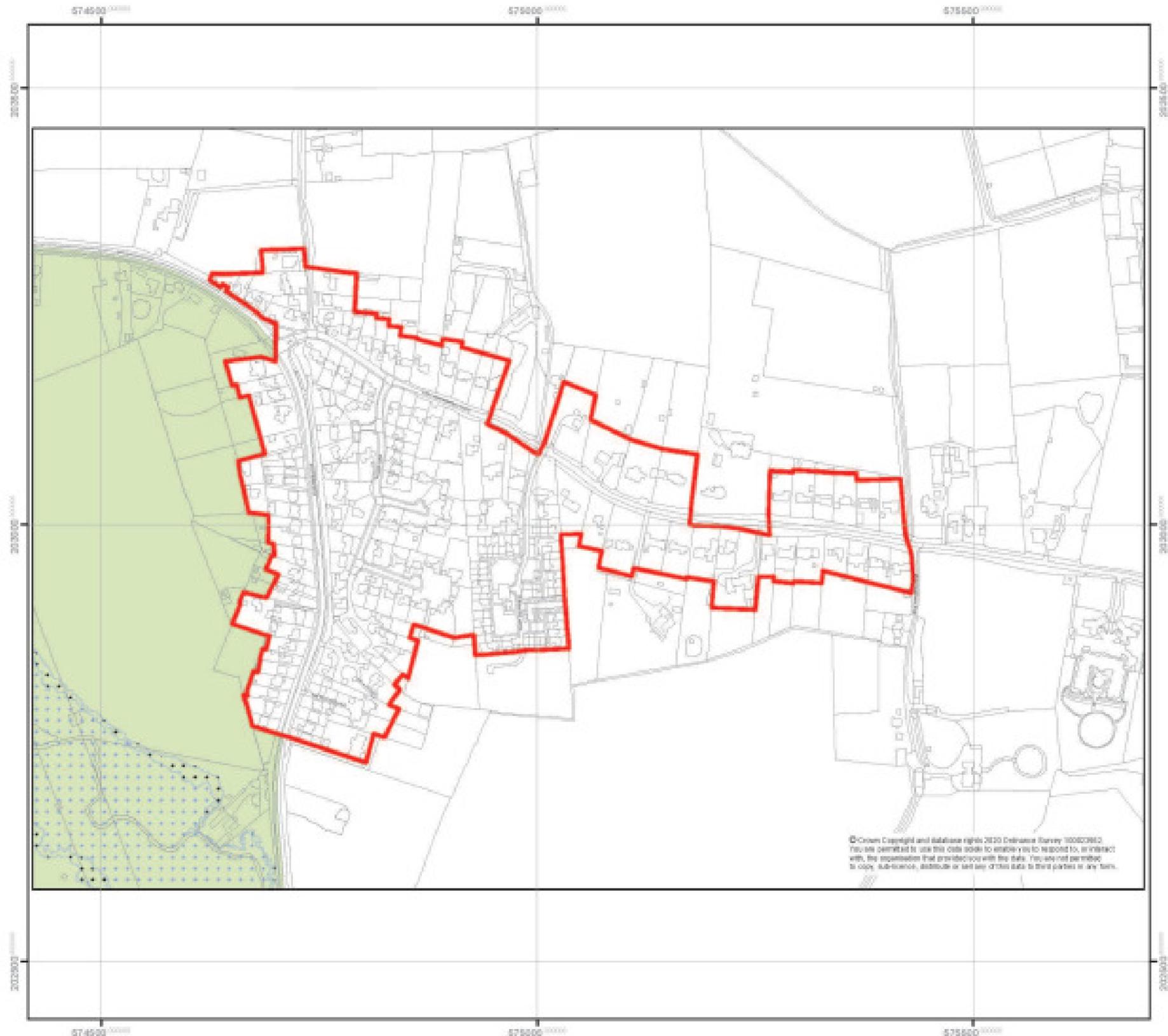
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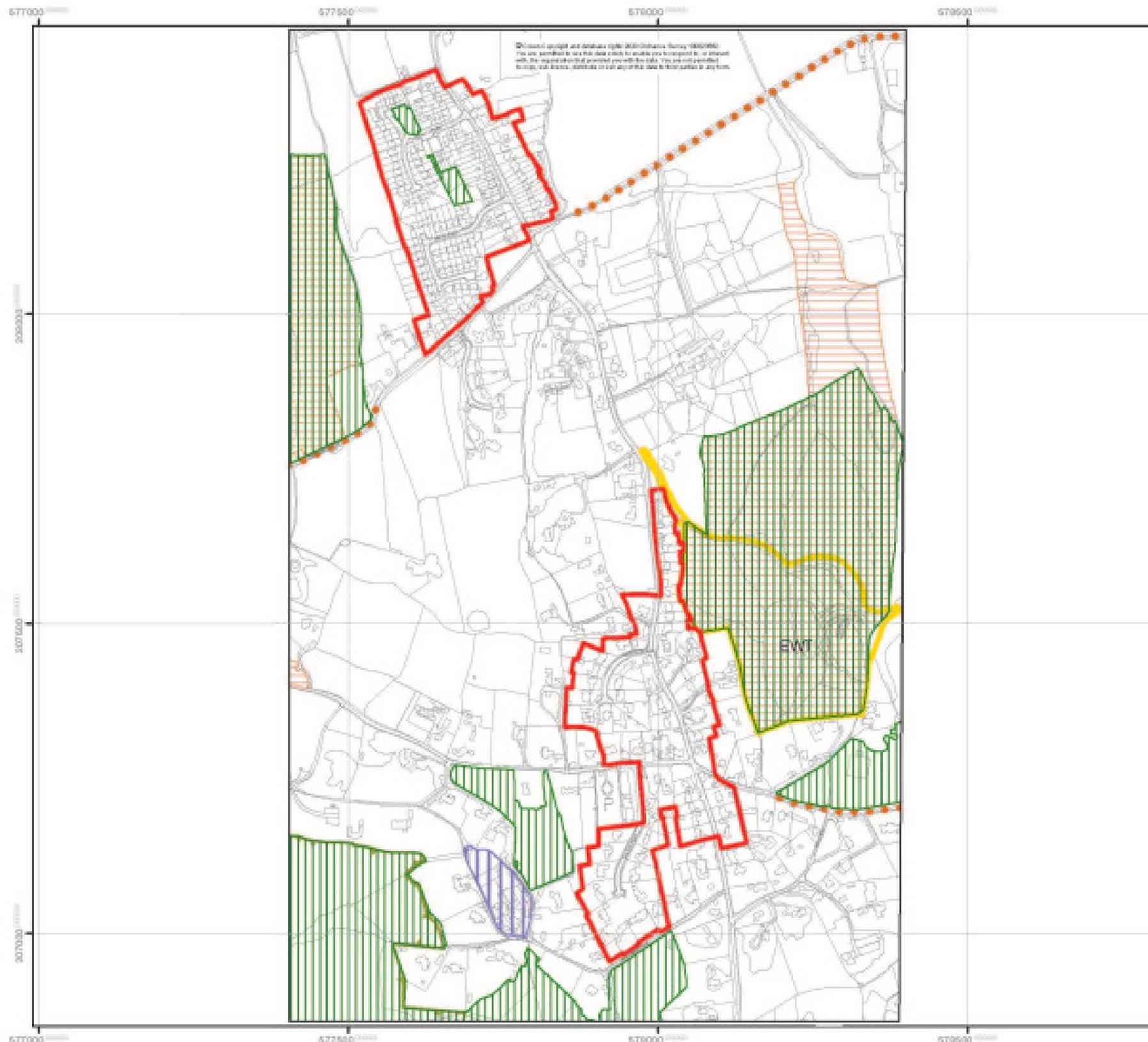
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Map 22



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

## 22 Little Baddow

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City Centre  
Duke Street  
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CM1 1JE

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Map 23



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

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## Little Waltham

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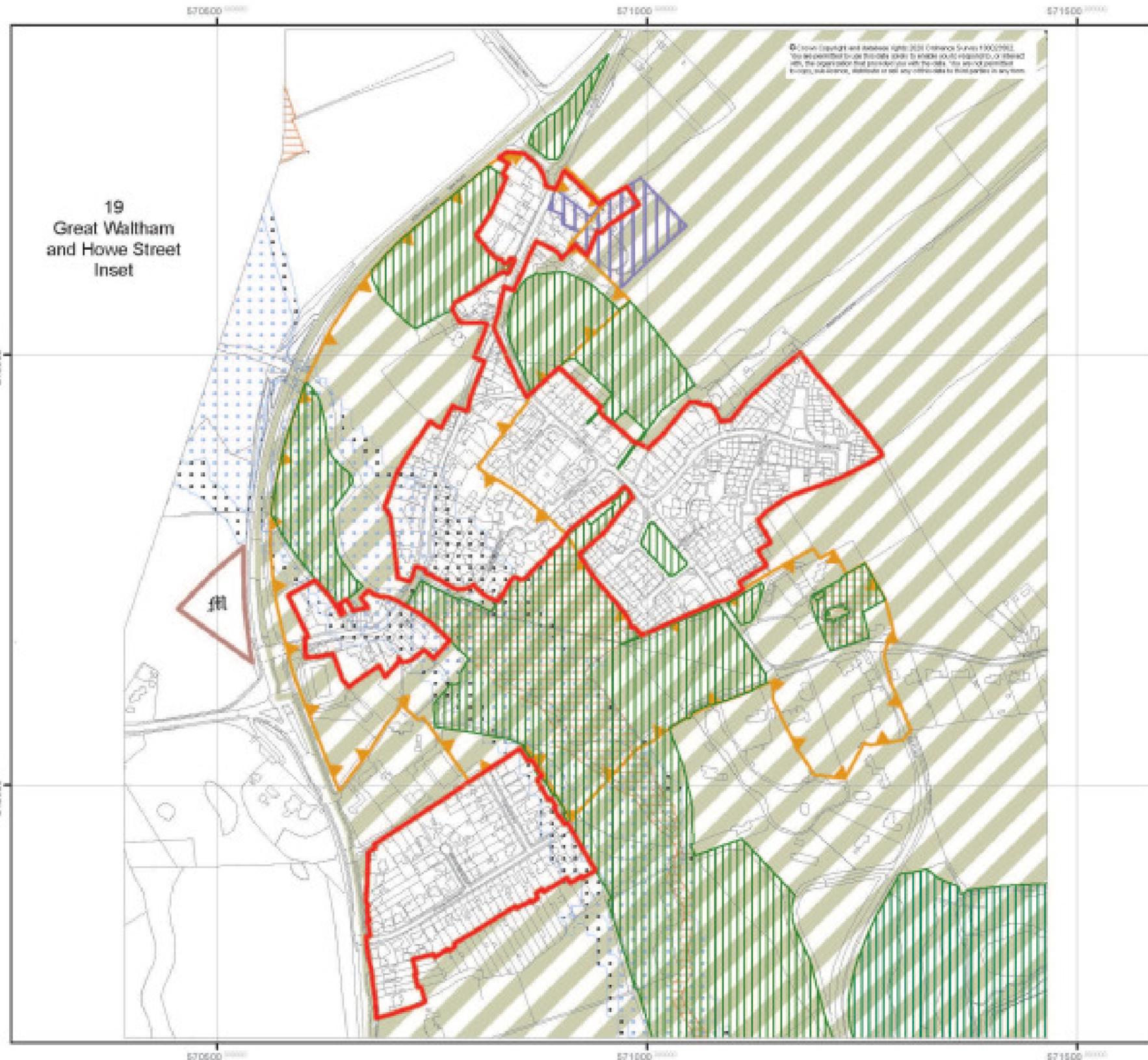
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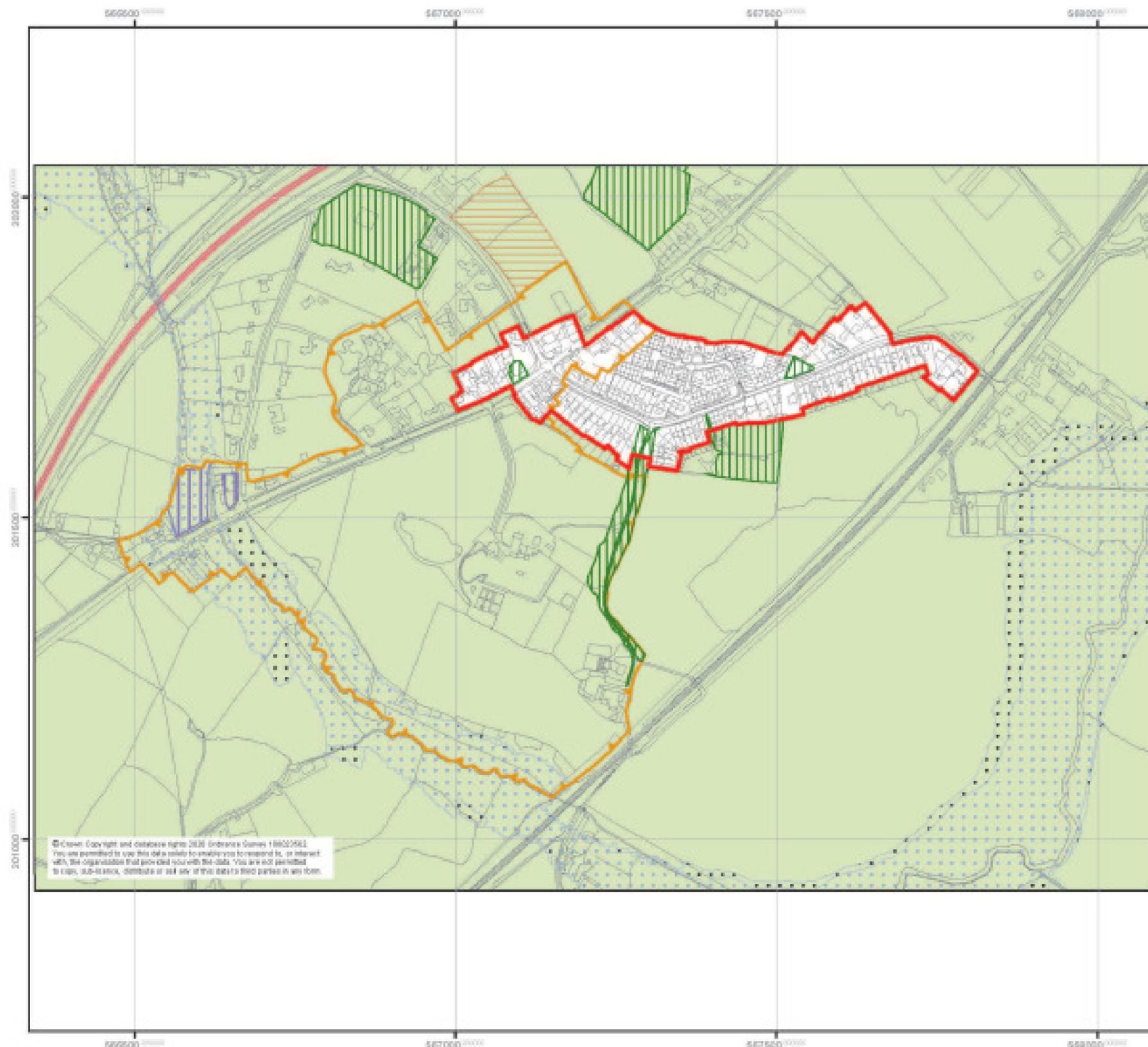
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Map 24



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

24

### Margarettin

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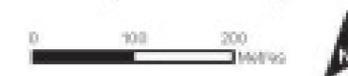
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Map 25



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

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## Pleshey

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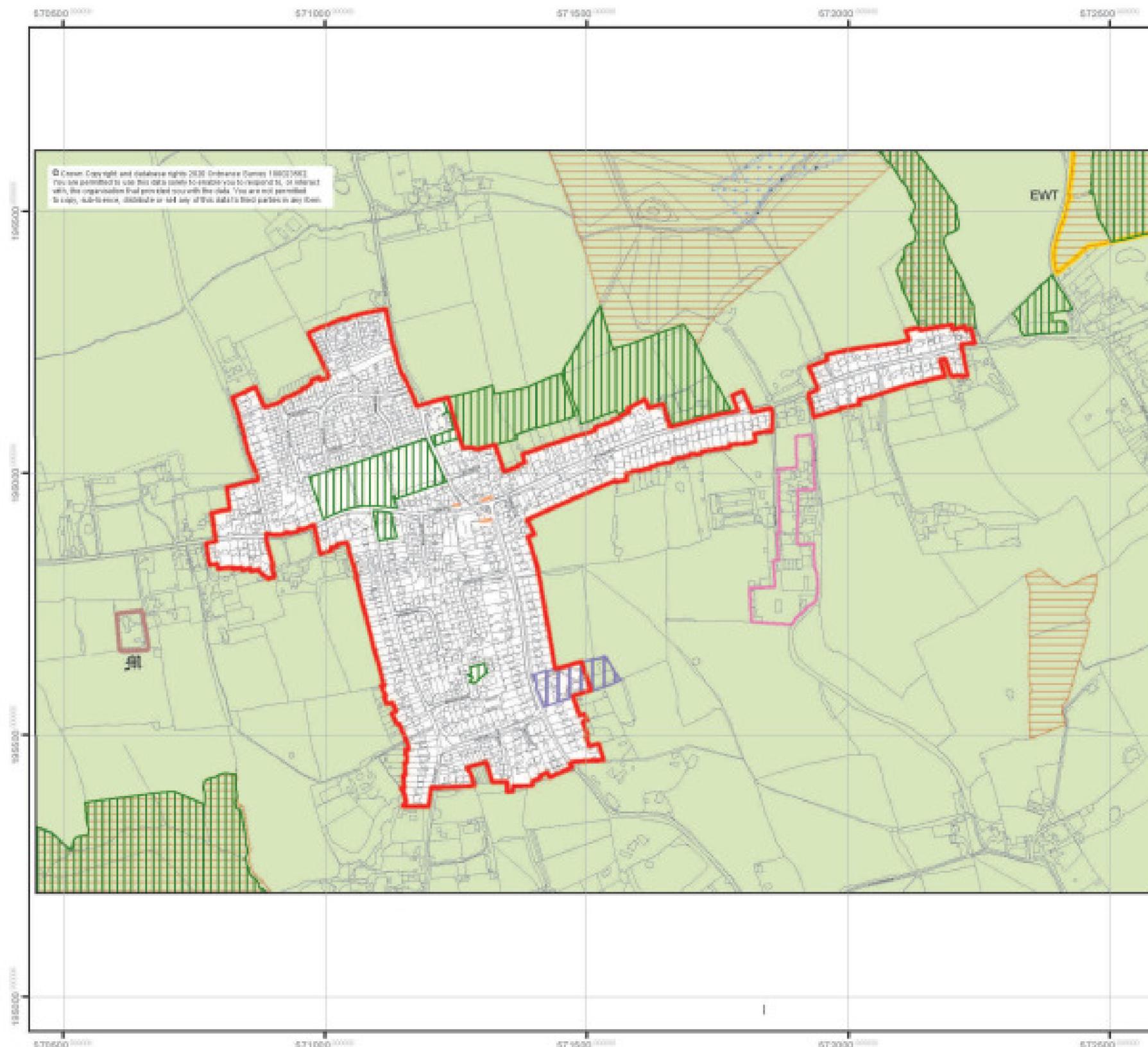
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Map 26



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

26

Ramsden Heath  
(South Hanningfield Parish)

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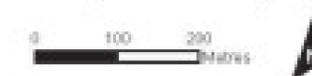
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Map 27



# Chelmsford Local Plan

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Draft Changes to the Policies Map  
May 2024

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## Rettendon Common

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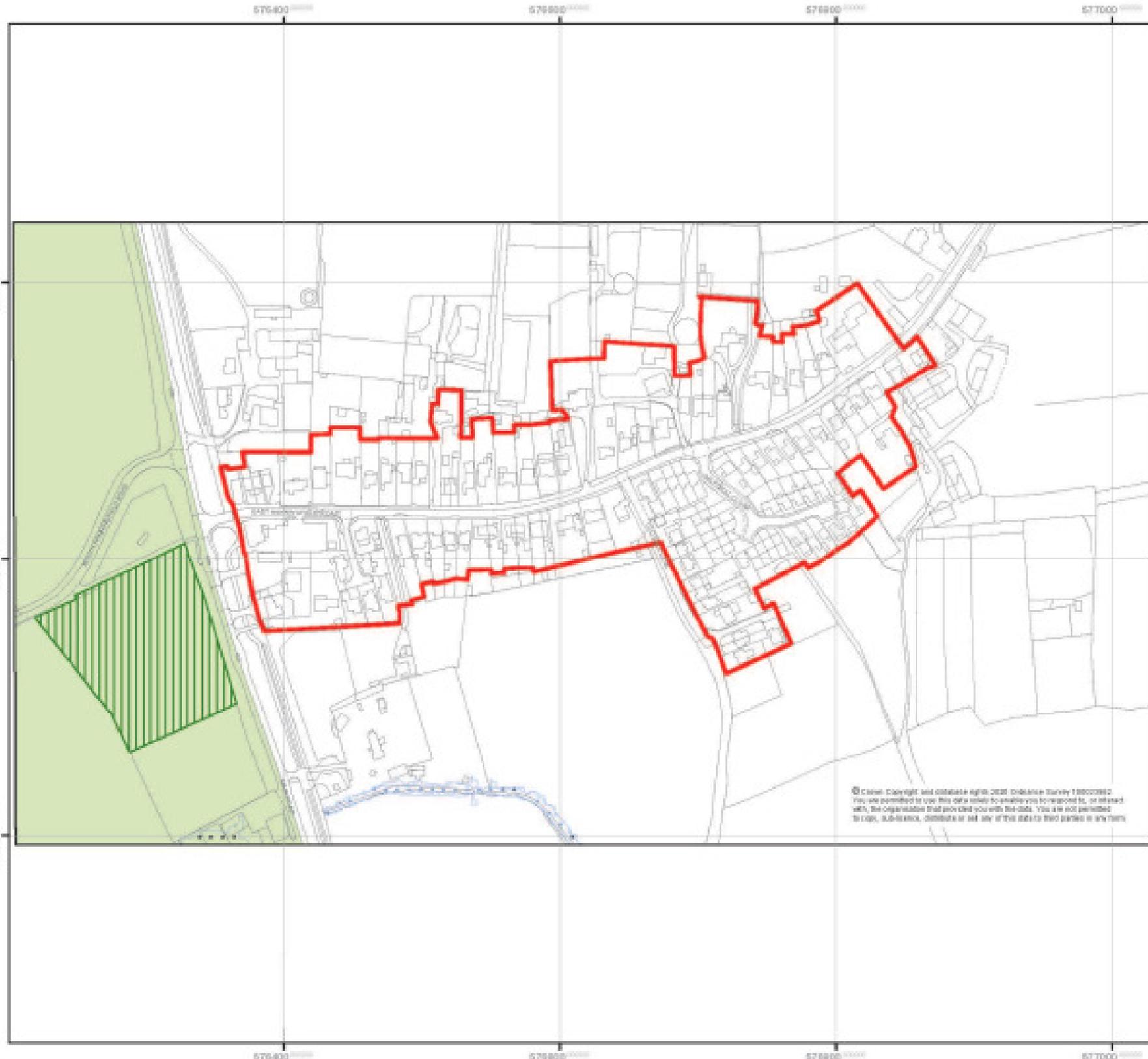
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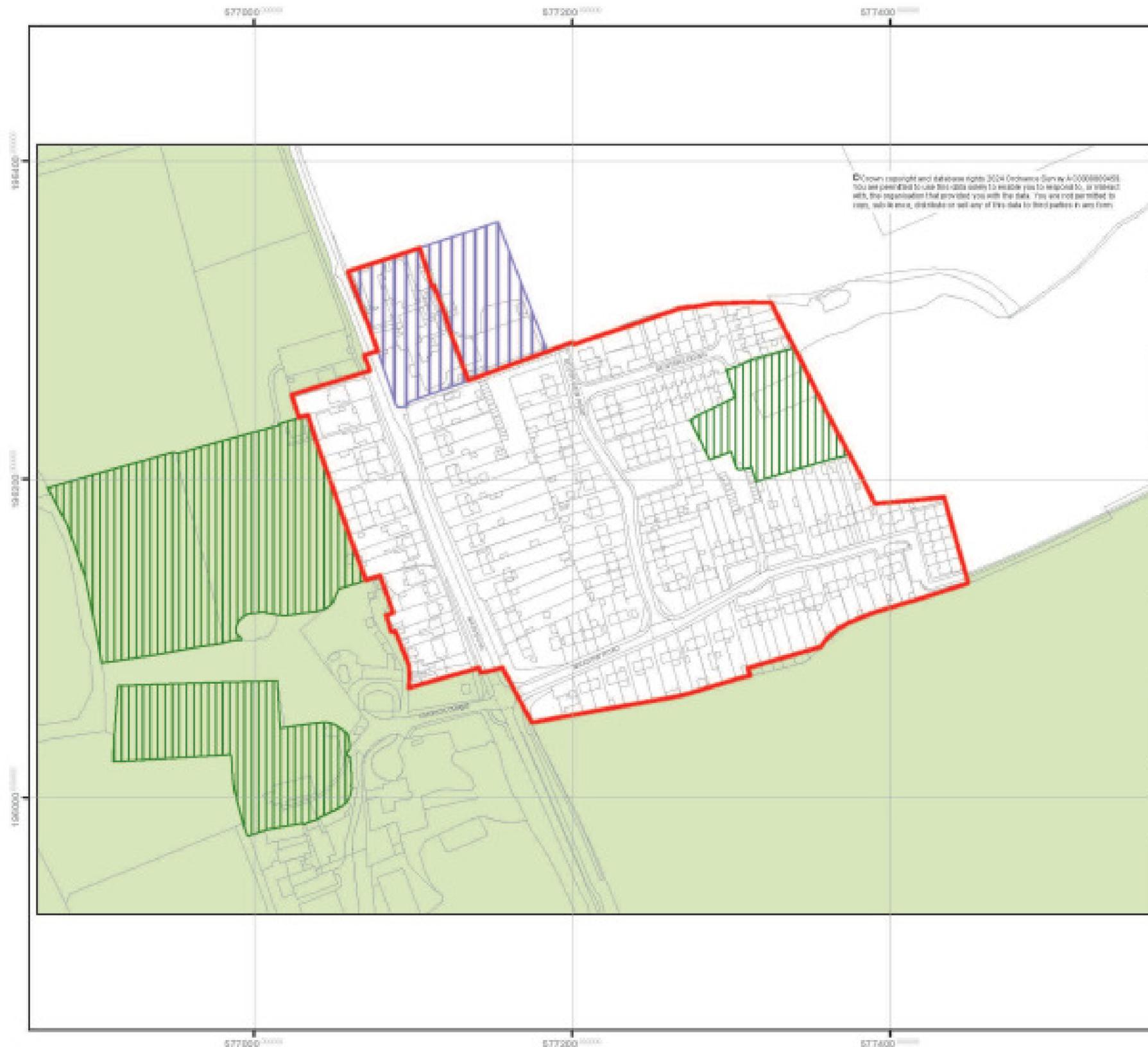
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Map 28



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

### 28 Rettendon Place

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Map 29



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

29

## Roxwell

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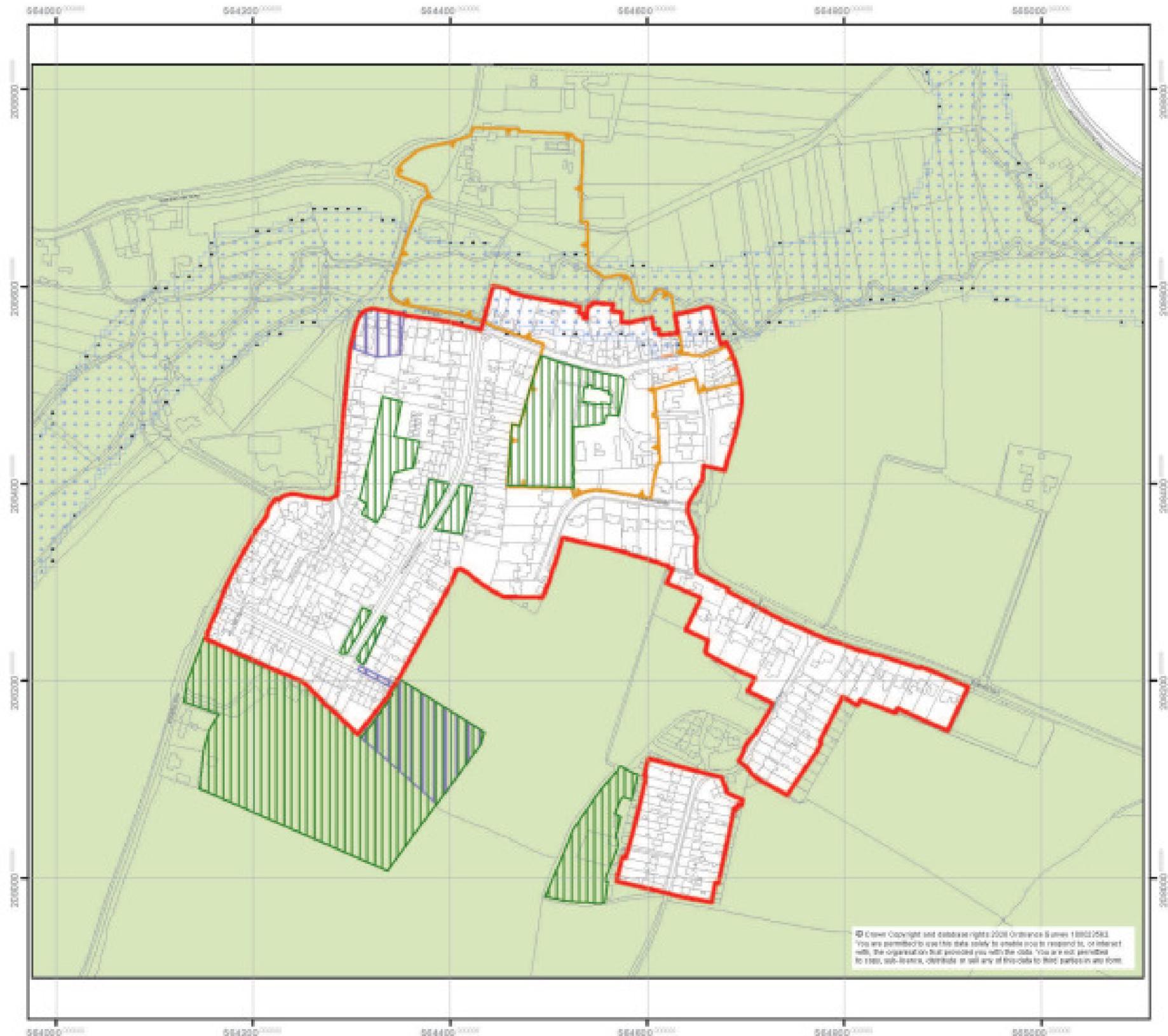
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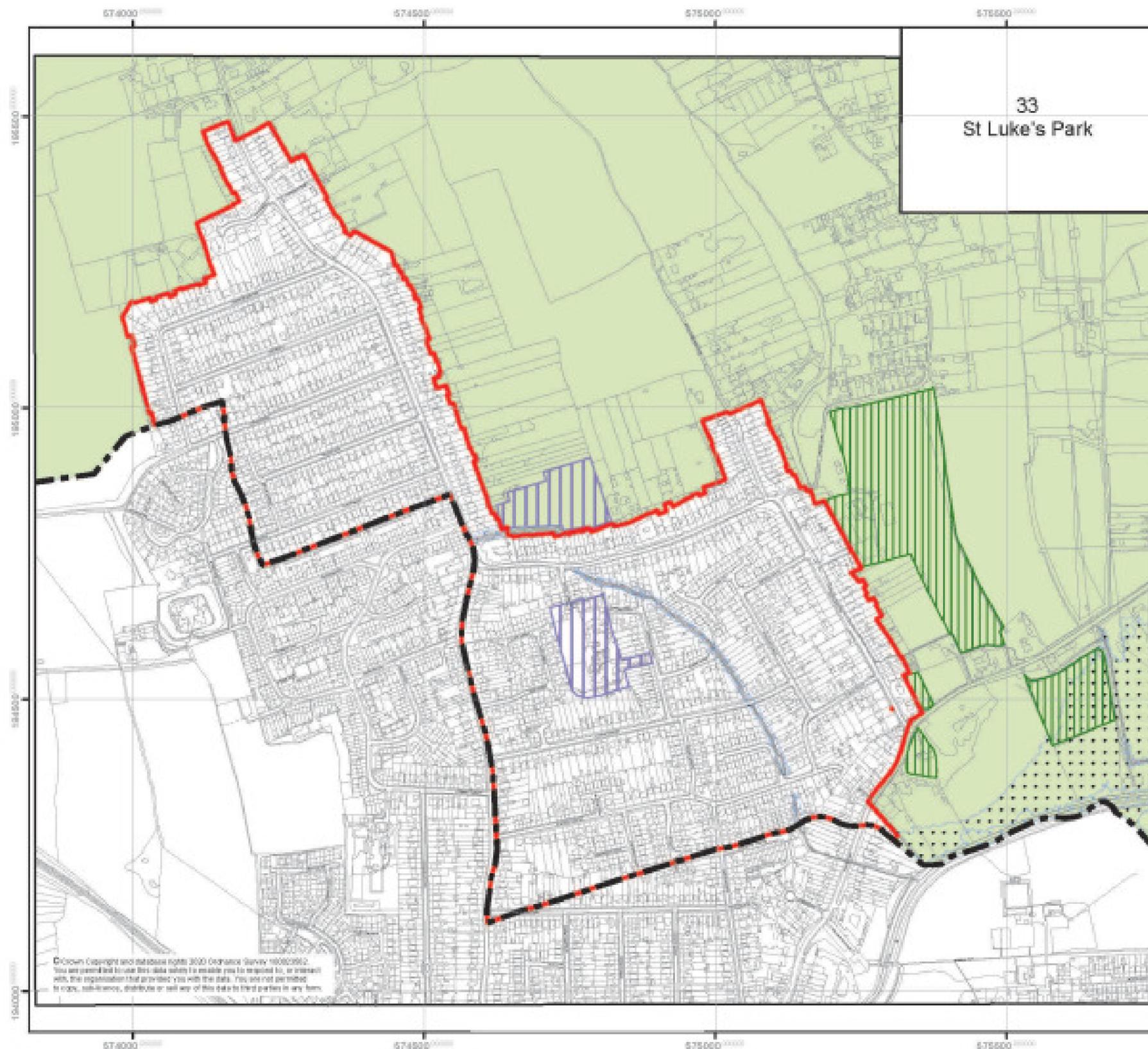
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Map 30



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
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Runwell

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Map 31



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

31

## Sandon

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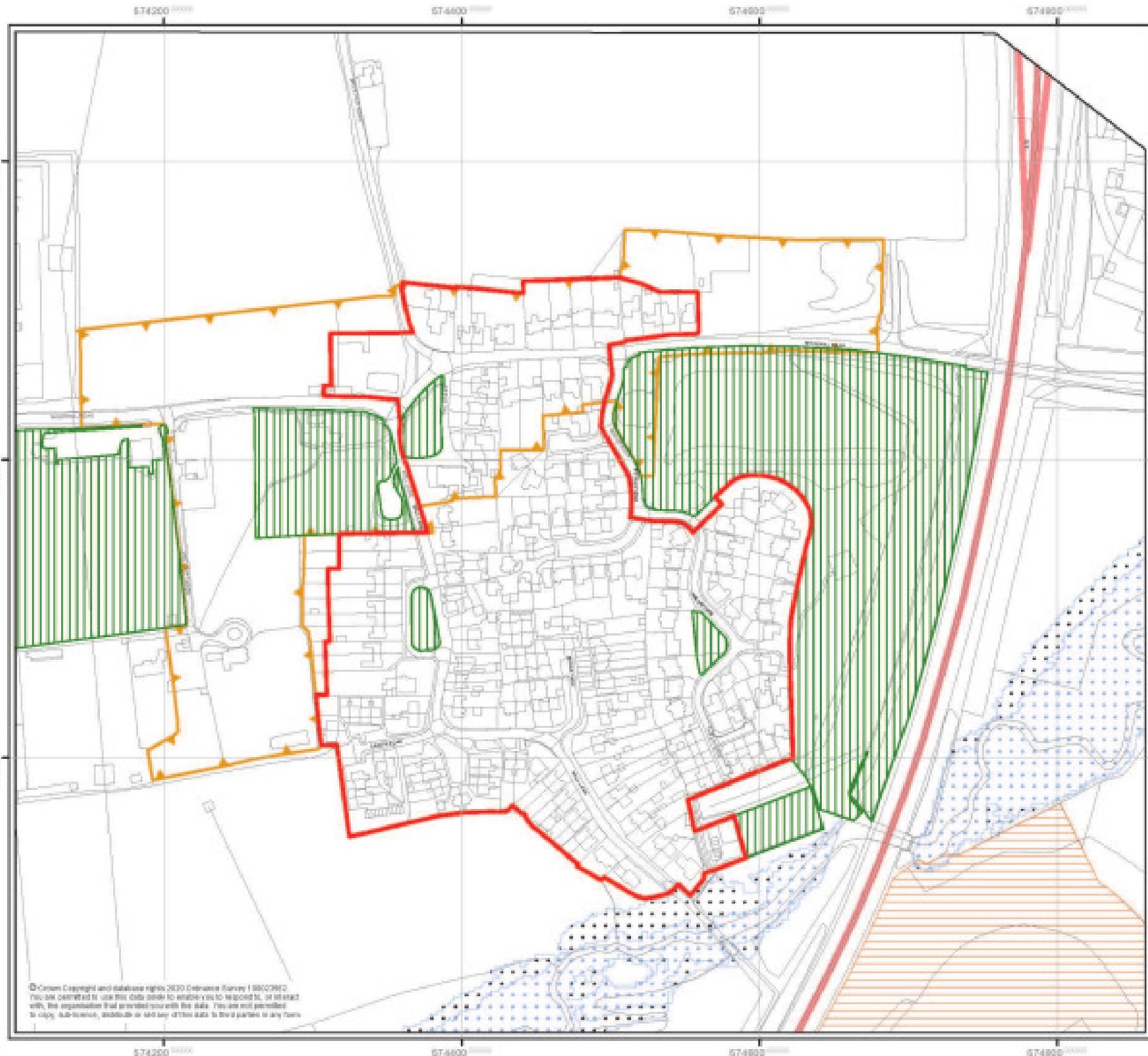
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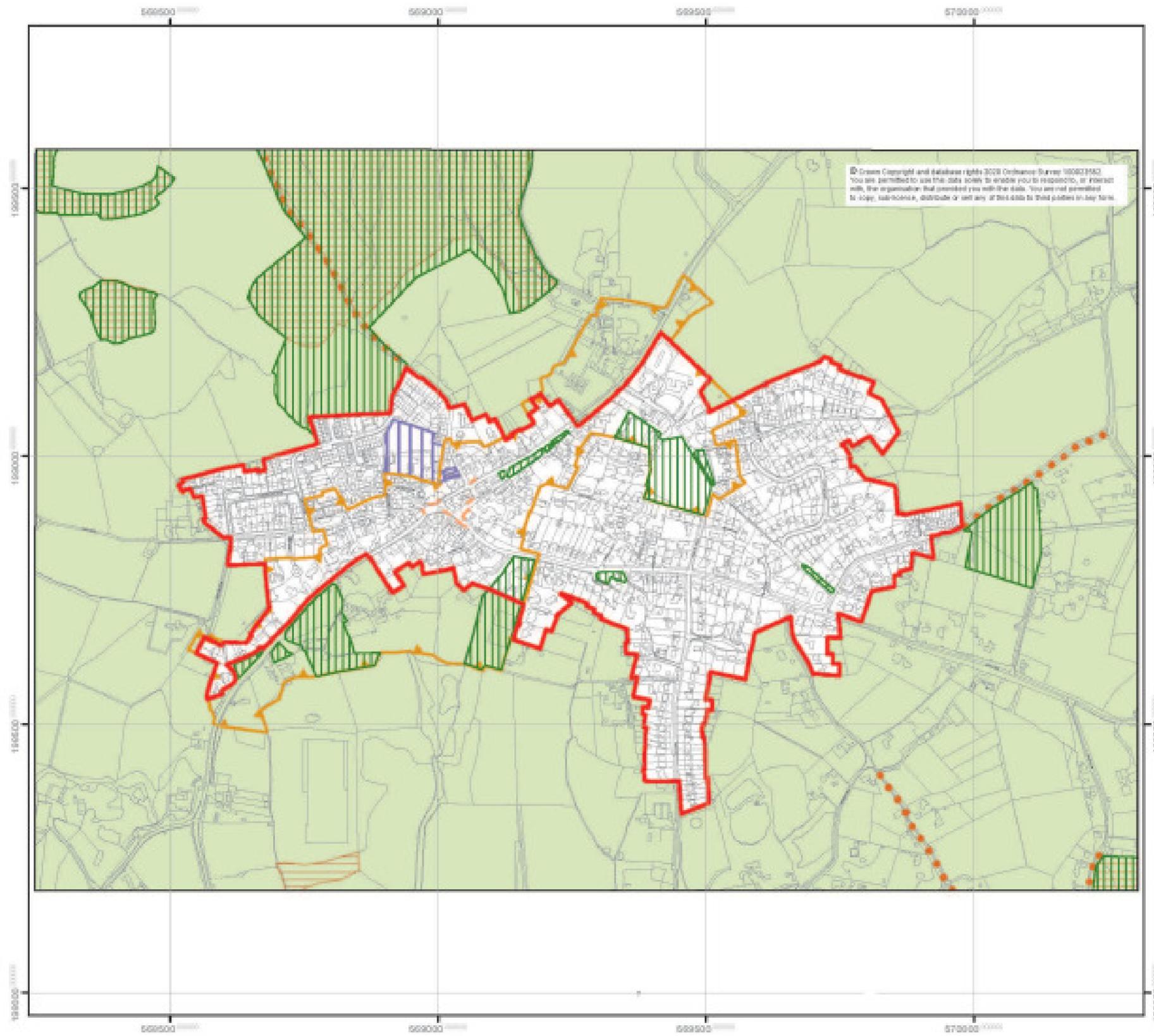
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Map 32



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
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May 2024

# 32 Stock

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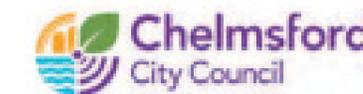
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Map 33



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

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St. Lukes Park  
(Rettendon & Runwell Parishes)

The Draft Policies Map shows the spatial definition of policies and Policy Areas proposed in the Review of the Local Plan Preferred Options (Regulation 18) Consultation Document May 2024.

**Important Note**

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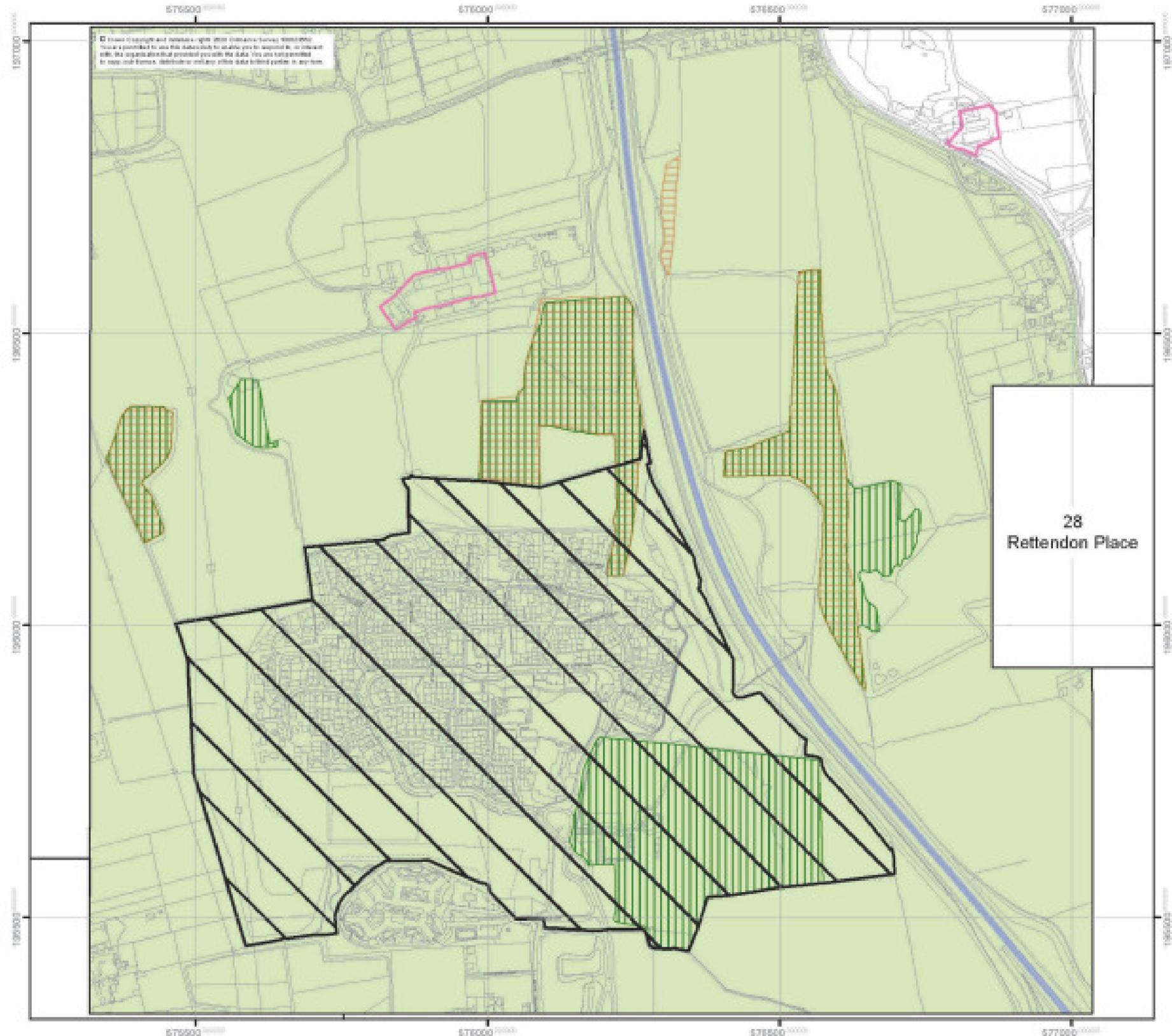
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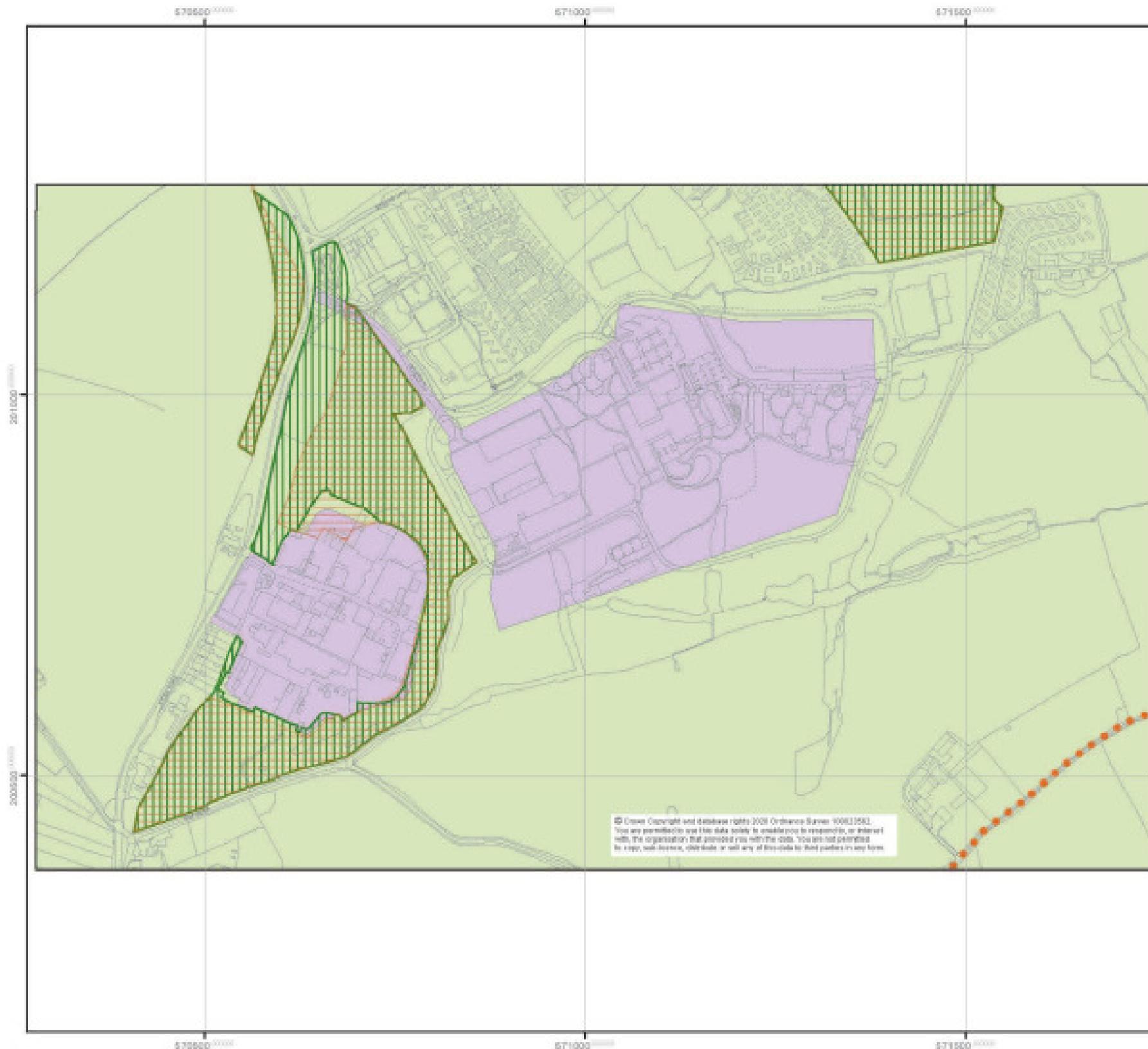
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Civic Centre  
Duke Street  
Chelmsford  
CM1 1JE

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Map 34



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

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### Temple Farm and Temple Wood

(West Hammingfield and Stock Parishes)

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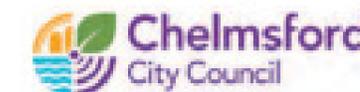
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# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

**35**

## West Hanningfield and Hanningfield Reservoir Treatment Works

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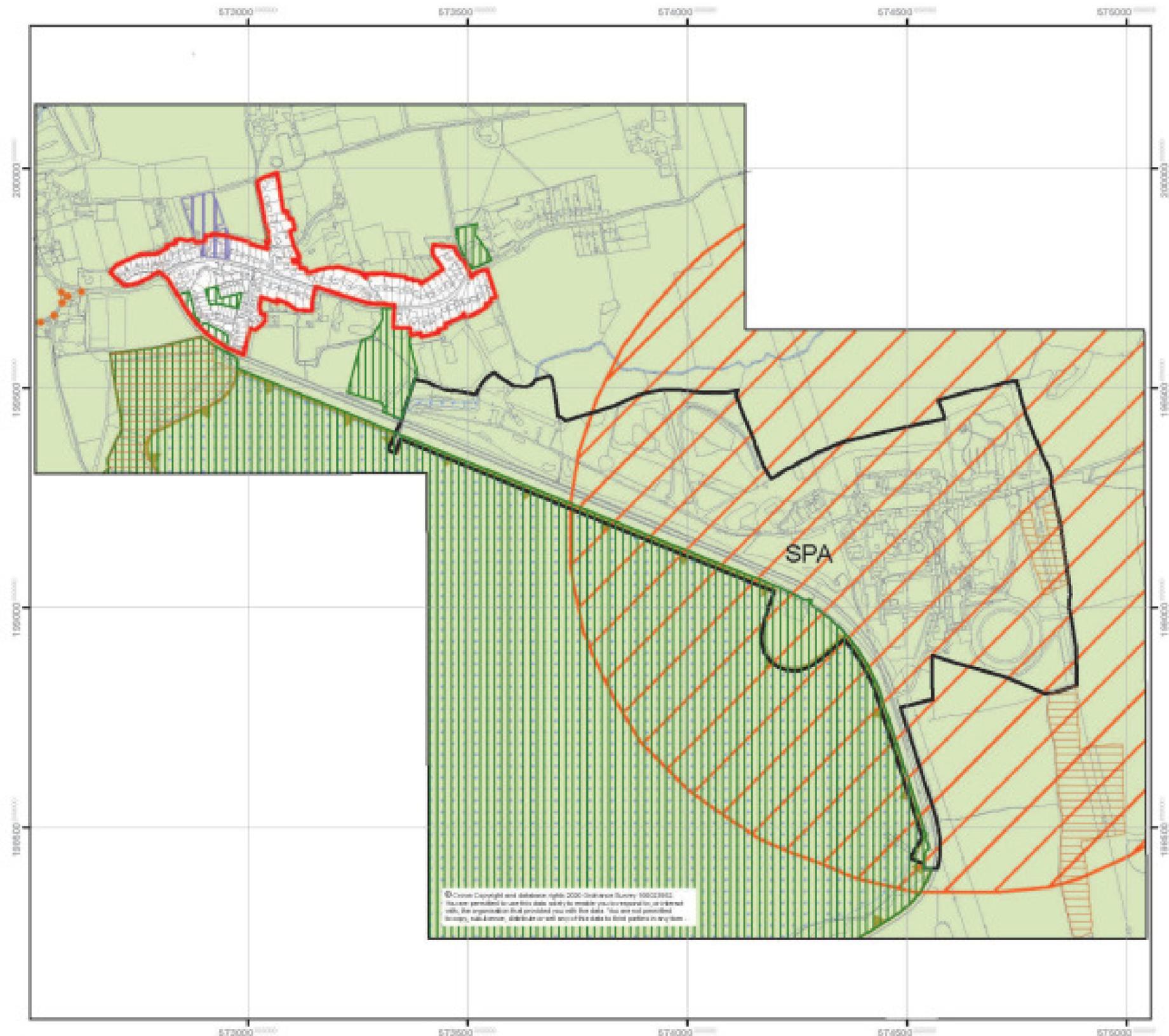
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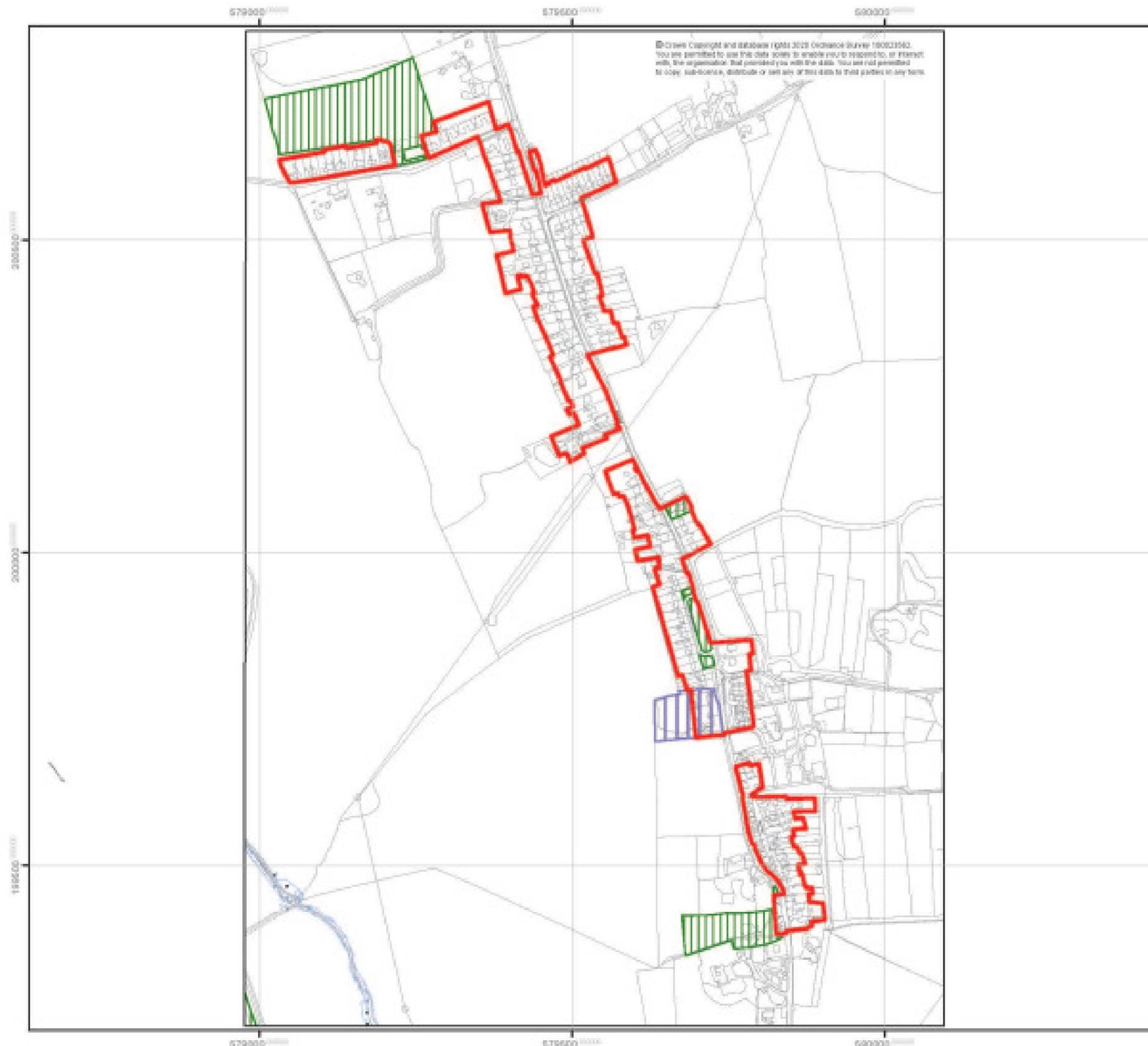
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Map 35



Map 36



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

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**Woodham Ferrers**  
(Woodham Ferrers and Bicknacre Parish)

The Draft Policies Map shows the spatial definition of policies and Policy Areas proposed in the Review of the Local Plan Preferred Options (Regulation 18) Consultation Document May 2024.

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Civic Centre  
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Chelmsford  
CM1 1JE

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Map 37



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

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## Writtle

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**Important Note**

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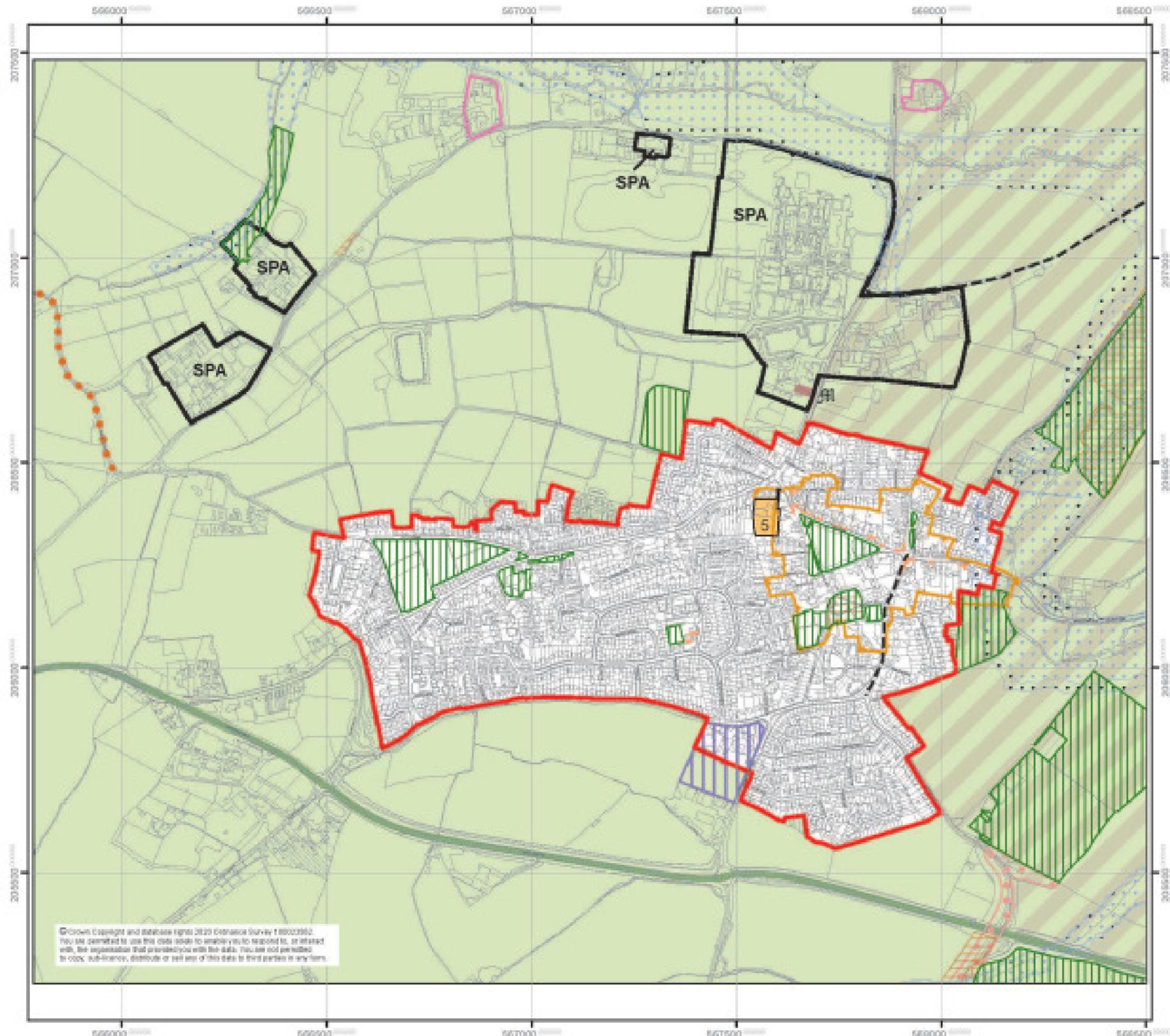
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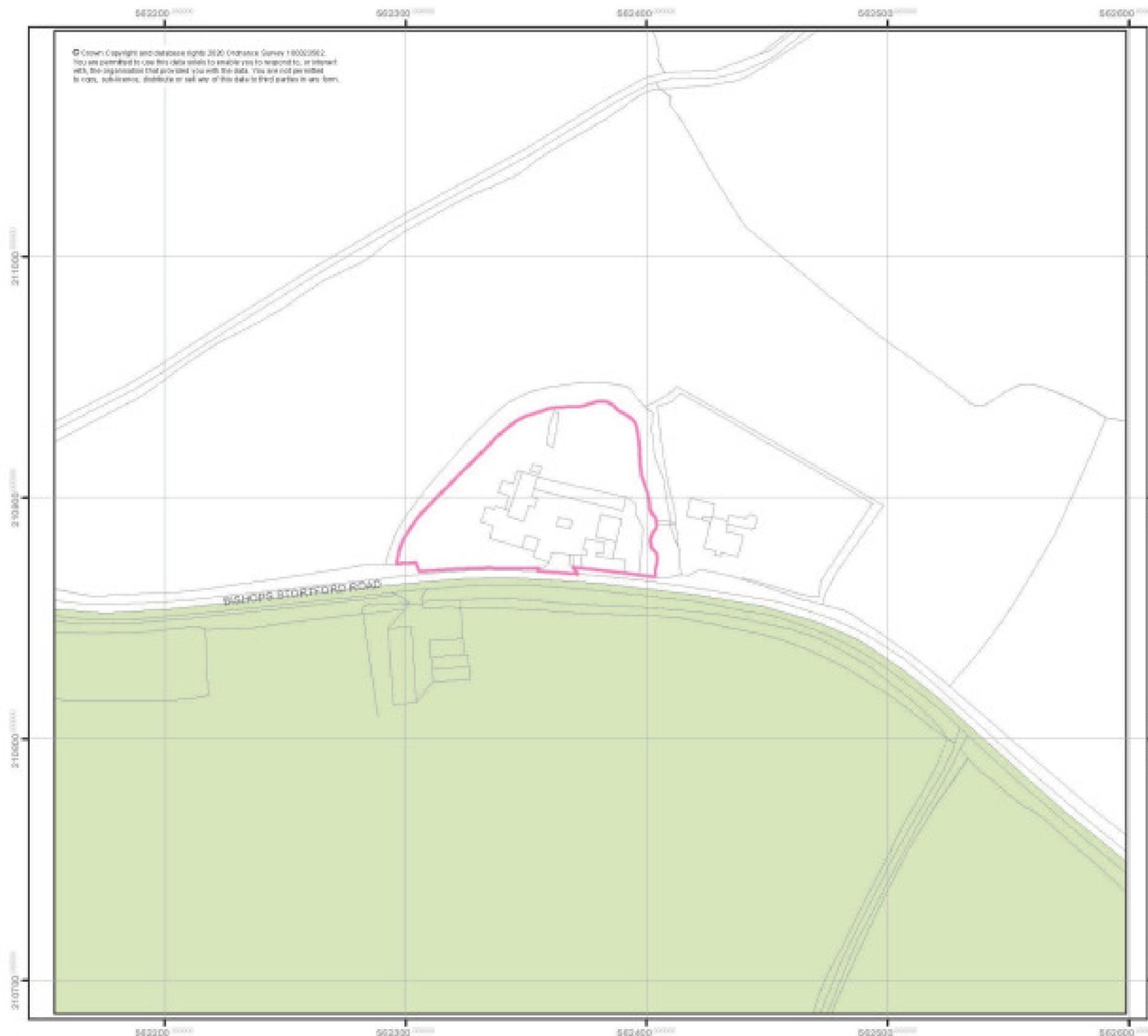
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Map 38



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

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### Bolding Hatch (Roxwell Parish)

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#### Important Note

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Map 39



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

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### Old Park Farm (Great Waltham Parish)

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#### Important Note

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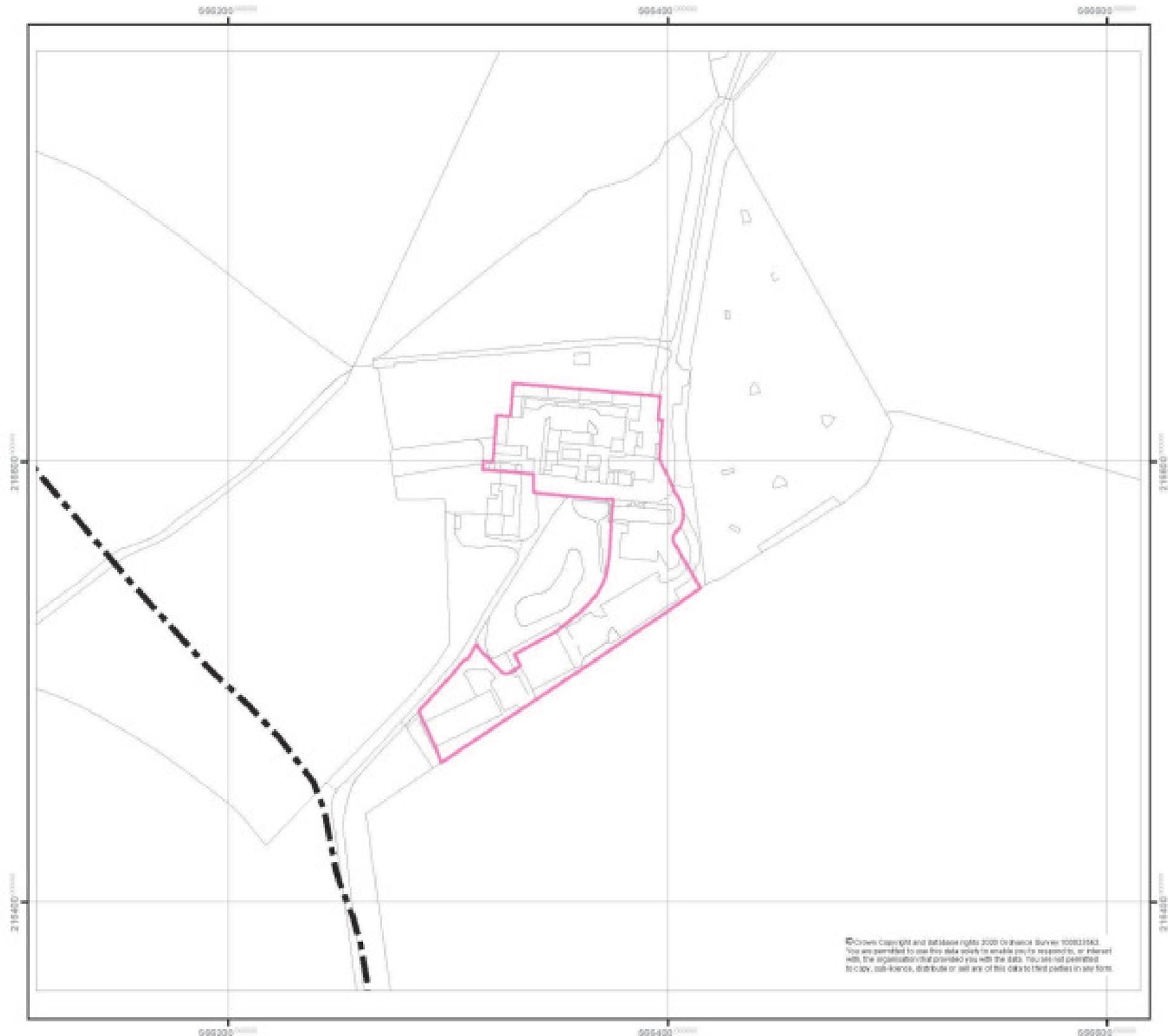
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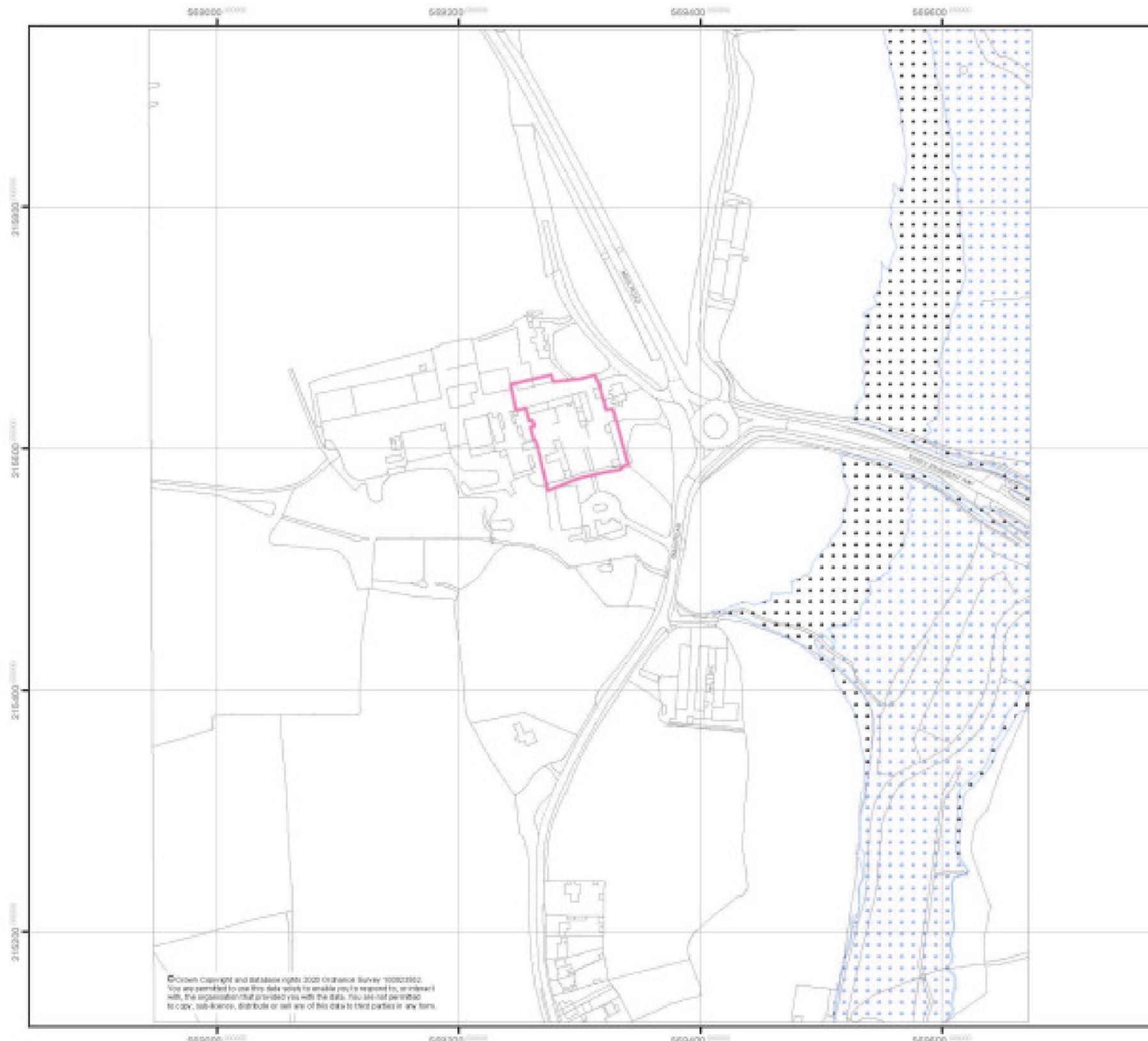
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Map 40



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

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### Warner's Farm (Great Waltham Parish)

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Map 41



**41** Woodlands  
(South Hanningfield Parish)

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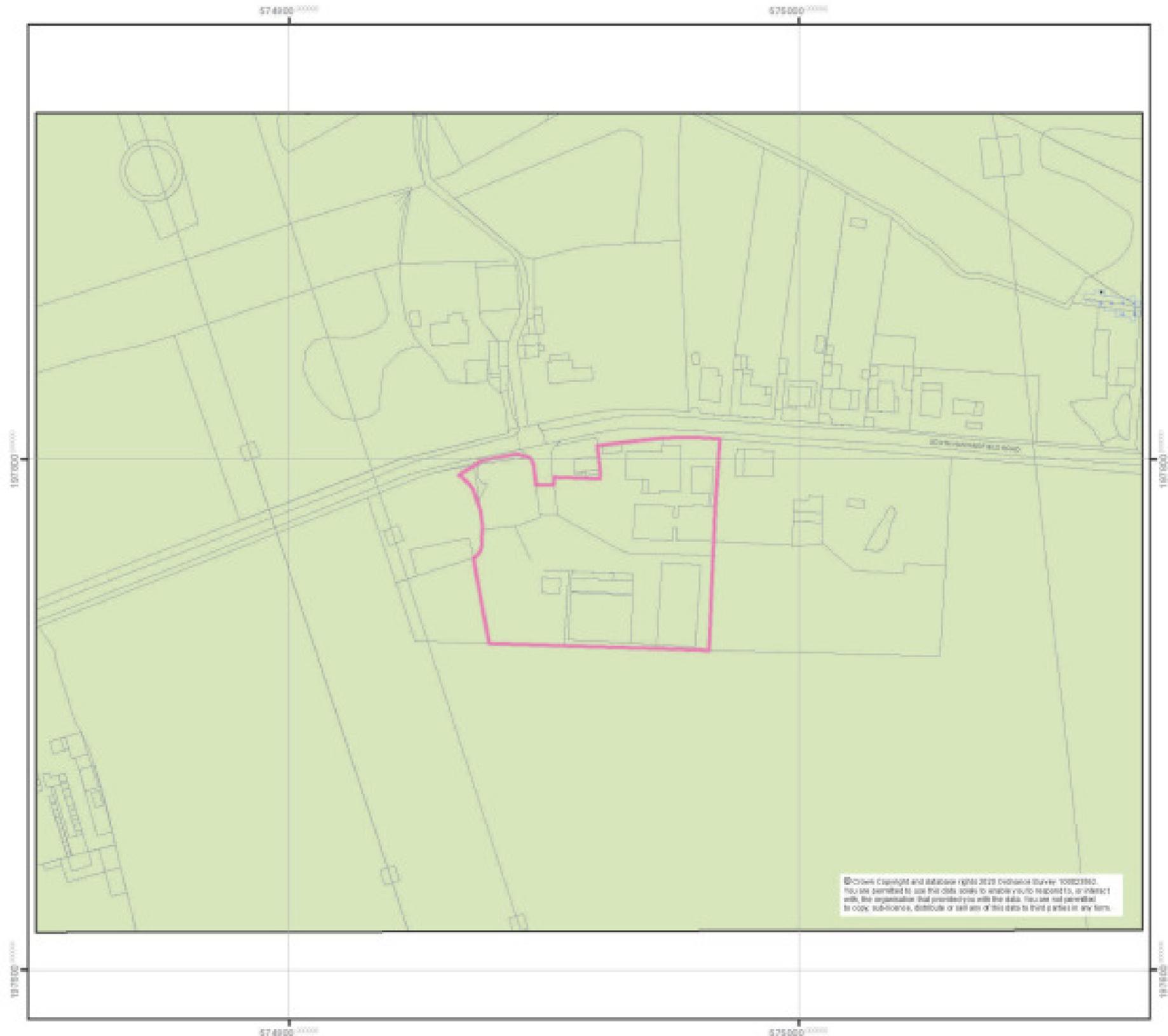
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Map 42



# Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

## 42 Oaklands (Stock Parish)

The Draft Policies Map shows the spatial definition of policies and Policy Areas proposed in the Review of the Local Plan Preferred Options (Regulation 18) Consultation Document May 2024.

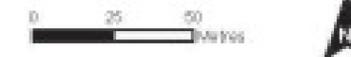
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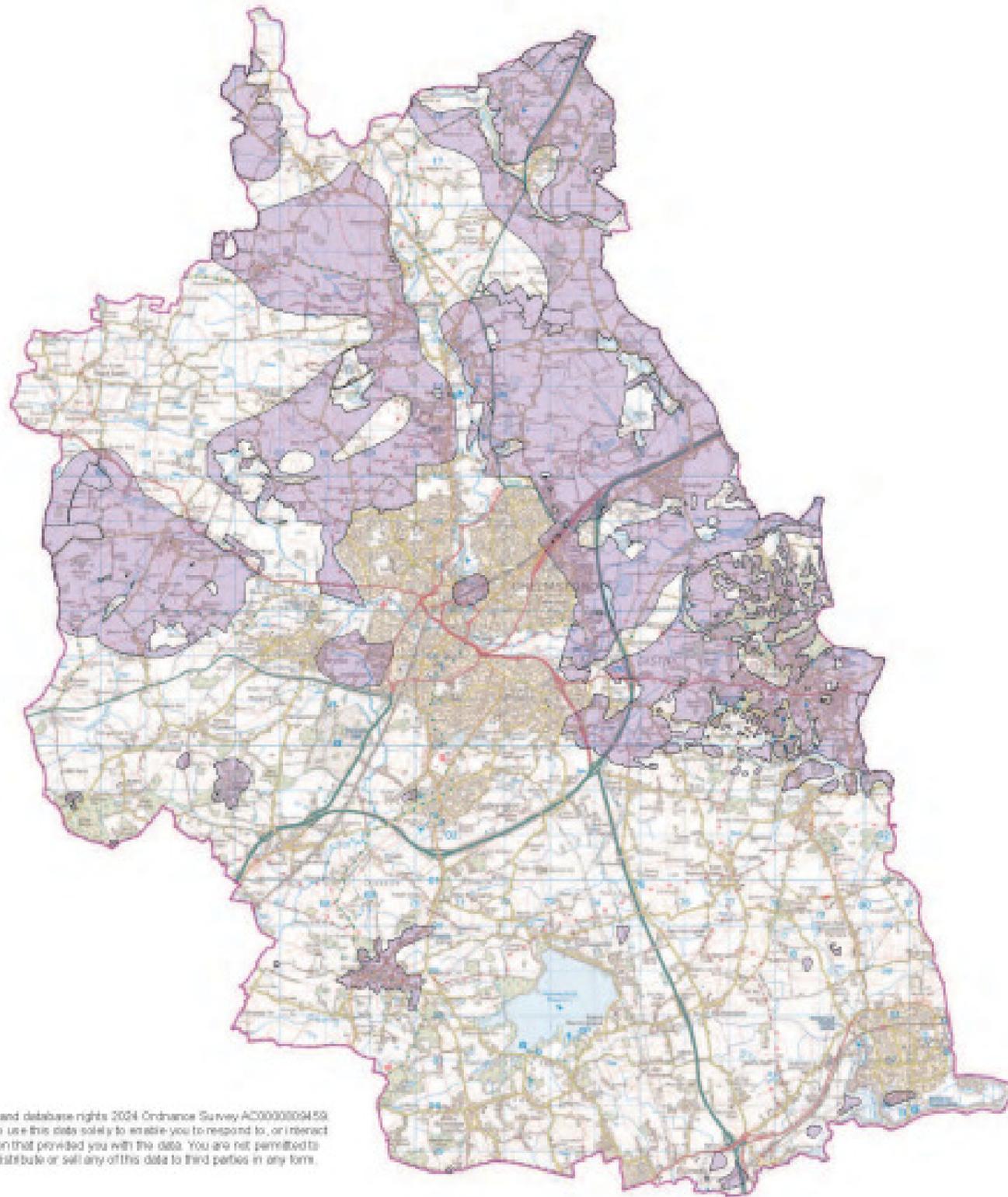
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Map 43



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**43 Minerals Safeguarded Areas**

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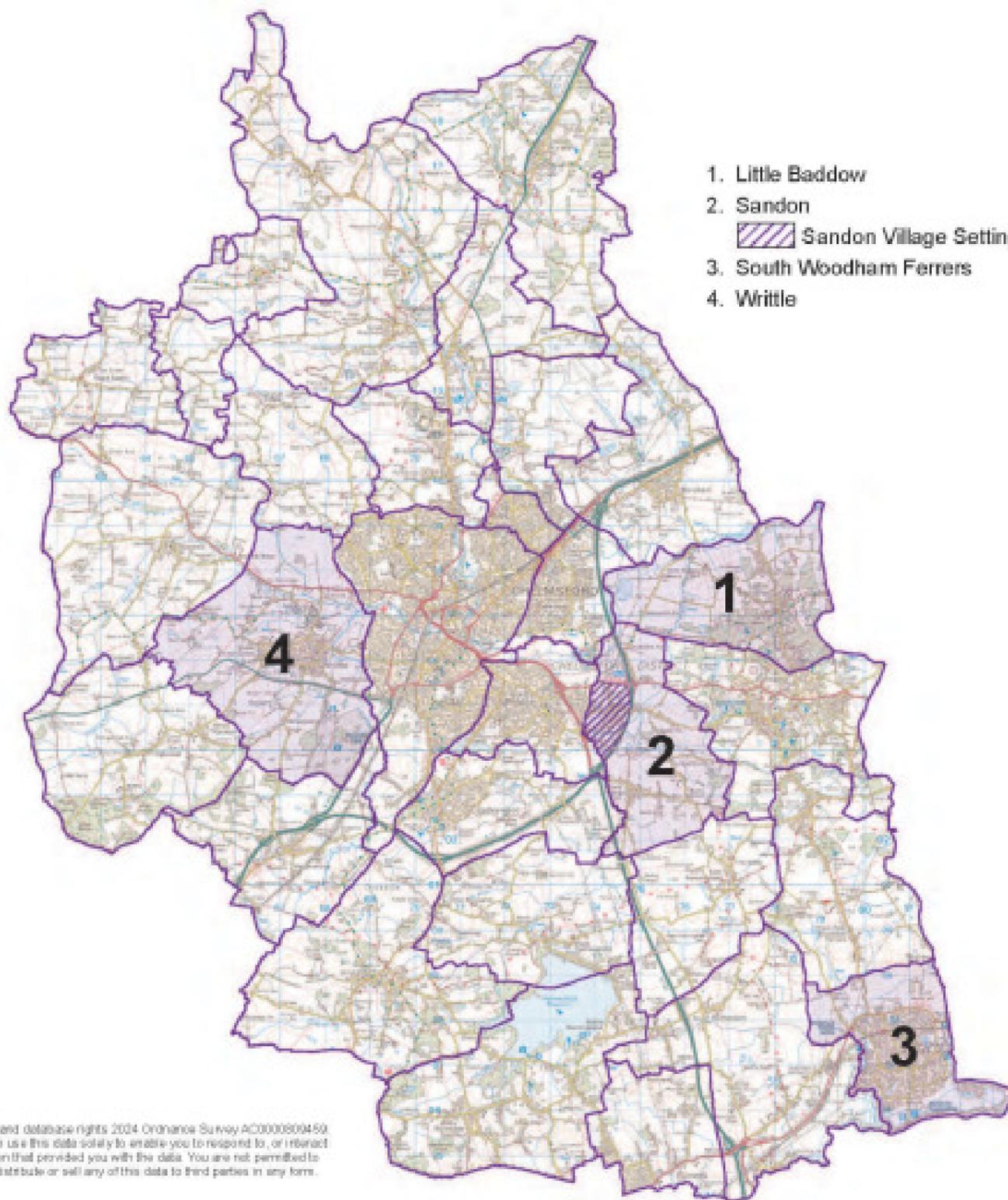
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Map 44



- 1. Little Baddow
- 2. Sandon
-  Sandon Village Setting Area
- 3. South Woodham Ferrers
- 4. Writtle



## Chelmsford Local Plan

Preferred Options (Regulation 18)  
Draft Changes to the Policies Map  
May 2024

44	Made (Adopted) Neighbourhood Plan Areas
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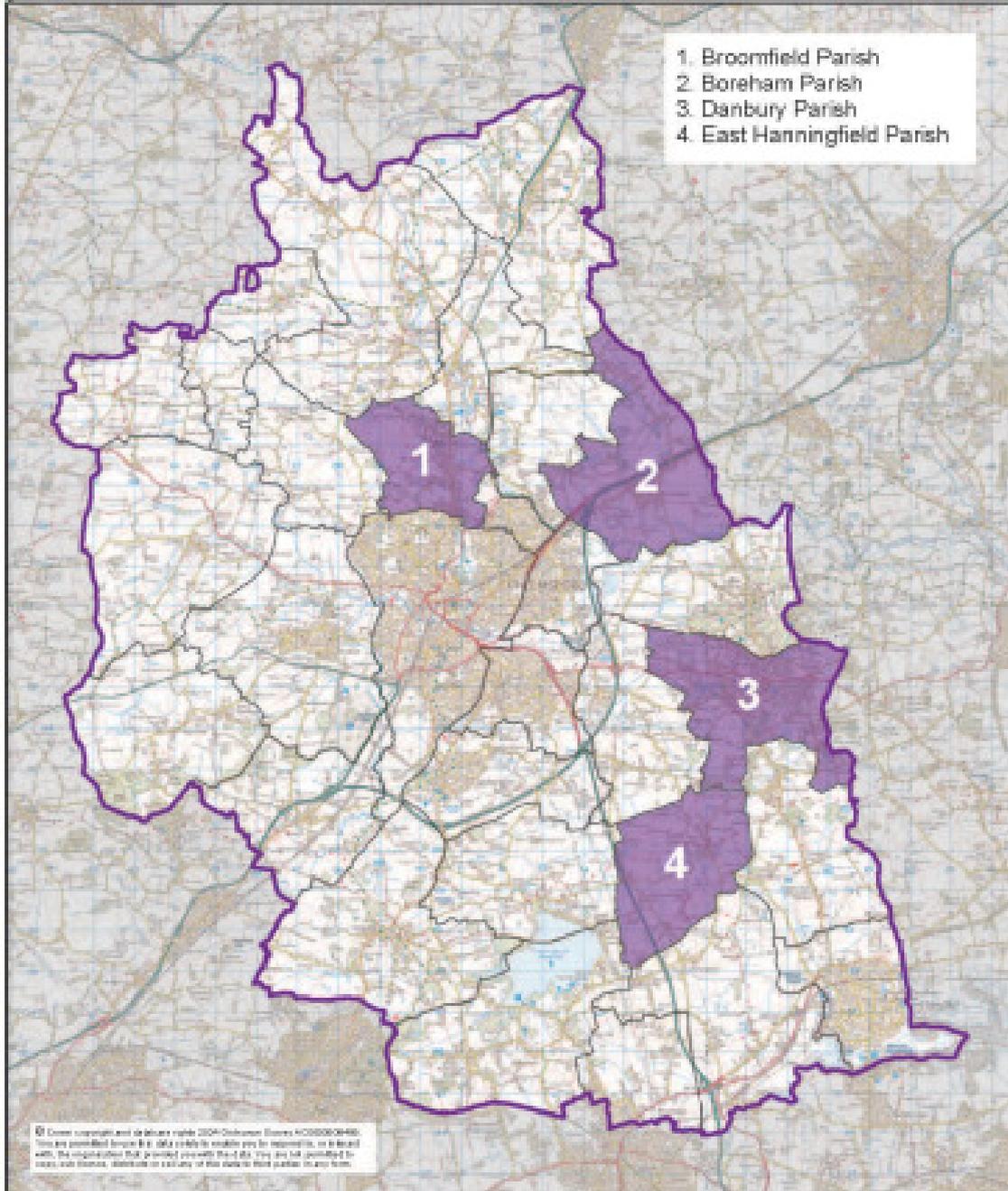
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## Designated Neighbourhood Plan Areas

### Chelmsford Local Plan

May 2024



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Civic Centre, Duke Street, Chelmsford, CM1 1JE  
Telephone 01245 838330  
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**Appendix A - Schedule of  
Superseded Documents and Policies**  
**Appendix B - Development Standards**  
**Appendix C - Development  
Trajectories**  
**Appendix D - Glossary**

## A - Schedule of Superseded Documents and Policies

**A.1** In accordance with Regulation 8 (5) of the Town and Country Planning (Local Planning) (England) Regulations 2012, the following Development Plan Documents and Policies will be superseded by the Local Plan. For information purposes, new policies are listed at the end of the table.

**Table 9 : Schedule of Superseded Documents**

Superseded Development Plan Document	Date Adopted
Chelmsford Local Plan	May 2020

**Table 10 : Schedule of Superseded Policies**

Superseded Chelmsford Local Plan Policies	New Local Plan Policies
S1 SPATIAL PRINCIPLES	S1 SPATIAL PRINCIPLES
S2 ADDRESSING CLIMATE CHANGE AND FLOOD RISK	S2 ADDRESSING CLIMATE CHANGE AND FLOOD RISK
S3 CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT	S3 CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT
S4 CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT	S4 CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT
S5 PROTECTING AND ENHANCING COMMUNITY ASSETS	S5 PROTECTING AND ENHANCING COMMUNITY ASSETS
S6 HOUSING AND EMPLOYMENT REQUIREMENTS	S6 HOUSING AND EMPLOYMENT REQUIREMENTS
S7 THE SPATIAL STRATEGY	S7 THE SPATIAL STRATEGY
S8 DELIVERING ECONOMIC GROWTH	S8 DELIVERING ECONOMIC GROWTH
S9 INFRASTRUCTURE REQUIREMENTS	S9 INFRASTRUCTURE REQUIREMENTS
S10 SECURING INFRASTRUCTURE AND IMPACT MITIGATION	S10 SECURING INFRASTRUCTURE AND IMPACT MITIGATION
S11 THE ROLE OF THE COUNTRYSIDE	S11 THE ROLE OF THE COUNTRYSIDE
S12 ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES	S12 ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES
S13 MONITORING AND REVIEW	S13 MONITORING AND REVIEW
SPA1 BROOMFIELD HOSPITAL SPECIAL POLICY AREA	SPA1 BROOMFIELD HOSPITAL SPECIAL POLICY AREA
SPA2 CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA	SPA2 CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA
SPA3 HANNINGFIELD RESERVOIR SPECIAL POLICY AREA	SPA3 HANNINGFIELD RESERVOIR SPECIAL POLICY AREA

## A - Schedule of Superseded Documents and Policies

Superseded Chelmsford Local Plan Policies	New Local Plan Policies
SPA4 RHS HYDE HALL GARDENS SPECIAL POLICY AREA	SPA4 RHS HYDE HALL GARDENS SPECIAL POLICY AREA
SPA5 SANDFORD MILL SPECIAL POLICY AREA	SPA5 SANDFORD MILL SPECIAL POLICY AREA
SPA6 WRITTLE UNIVERSITY COLLEGE SPECIAL POLICY AREA	SPA6 ARU WRITTLE SPECIAL POLICY AREA
DM1 SIZE AND TYPE OF HOUSING	DM1 SIZE AND TYPE OF HOUSING
DM2 AFFORDABLE HOUSING AND RURAL EXCEPTION SITES	DM2 AFFORDABLE HOUSING AND EXCEPTION SITES
DM3 GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES	DM3 GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES
DM4 EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS	DM4 EMPLOYMENT AREAS AND RURAL EMPLOYMENT AREAS
DM5 PRIMARY AND SECONDARY FRONTAGES IN CHELMSFORD CITY CENTRE & SOUTH WOODHAM FERRERS, NEIGHBOURHOOD CENTRES AND UPPER FLOORS	DM5 DESIGNATED CENTRES
DM6 NEW BUILDINGS IN THE GREEN BELT	DM6 NEW DEVELOPMENT IN THE GREEN BELT
DM7 NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE	DM7 NEW BUILDINGS AND STRUCTURES IN THE GREEN WEDGE
DM8 NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA	DM8 NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA
DM9 INFILLING IN THE GREEN BELT, GREEN WEDGE AND RURAL AREA	DM9 INFILLING IN THE GREEN BELT, GREEN WEDGE AND RURAL AREA
DM10 CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS	DM10 CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS
DM11 EXTENSIONS TO EXISTING BUILDINGS WITHIN THE GREEN BELT, GREEN WEDGE AND RURAL AREA	DM11 EXTENSIONS TO EXISTING BUILDINGS WITHIN THE GREEN BELT, GREEN WEDGE AND RURAL AREA
DM12 RURAL AND AGRICULTURAL/FORESTRY WORKERS' DWELLINGS	DM12 RURAL AND AGRICULTURAL/FORESTRY WORKERS' DWELLINGS
DM13 DESIGNATED HERITAGE ASSETS	DM13 DESIGNATED HERITAGE ASSETS

## A - Schedule of Superseded Documents and Policies

Superseded Chelmsford Local Plan Policies	New Local Plan Policies
DM14 NON-DESIGNATED HERITAGE ASSETS	DM14 NON-DESIGNATED HERITAGE ASSETS
DM15 ARCHAEOLOGY	DM15 ARCHAEOLOGY
DM16 ECOLOGY AND BIODIVERSITY	DM16 PROTECTION AND PROMOTION OF ECOLOGY, NATURE AND BIODIVERSITY
DM17 TREES, WOODLAND AND LANDSCAPE FEATURES	DM17 TREES, WOODLAND AND LANDSCAPE FEATURES
DM18 FLOODING/SUDS	DM18 FLOODING/SUDS
DM19 RENEWABLE AND LOW CARBON ENERGY	DM19 RENEWABLE AND LOW CARBON ENERGY
DM20 DELIVERING COMMUNITY FACILITIES	DM20 DELIVERING COMMUNITY FACILITIES
DM21 PROTECTING COMMUNITY FACILITIES	DM21 PROTECTING COMMUNITY FACILITIES
DM22 EDUCATION ESTABLISHMENTS	DM22 EDUCATION ESTABLISHMENTS
DM23 HIGH QUALITY AND INCLUSIVE DESIGN	DM23 HIGH QUALITY AND INCLUSIVE DESIGN
DM24 DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS	DM24 DESIGN AND PLACE SHAPING PRINCIPLES IN MAJOR DEVELOPMENTS
DM25 SUSTAINABLE BUILDINGS	DM25 SUSTAINABLE BUILDINGS
DM26 DESIGN SPECIFICATION FOR DWELLINGS	DM26 DESIGN SPECIFICATION FOR DWELLINGS
DM27 PARKING STANDARDS	DM27 PARKING STANDARDS
DM28 TALL BUILDINGS	DM28 TALL BUILDINGS
DM29 PROTECTING LIVING AND WORKING ENVIRONMENTS	DM29 PROTECTING LIVING AND WORKING ENVIRONMENTS
DM30 CONTAMINATION AND POLLUTION	DM30 CONTAMINATION AND POLLUTION
NEW POLICY	S14 HEALTH AND WELLBEING
NEW POLICY	S15 CREATING SUCCESSFUL PLACES
NEW POLICY	S16 CONNECTIVITY AND TRAVEL
NEW POLICY	S17 FUTURE OF CHELMSFORD CITY CENTRE
NEW POLICY	DM31 NET ZERO CARBON DEVELOPMENT (IN OPERATION)

## A - Schedule of Superseded Documents and Policies

**A.2** The following table lists all the sites and indicates whether they are sites which have already been allocated in the adopted Local Plan, or are new proposed allocations.

### Site status

SITE STATUS	SITE NUMBER AND NAME
ALLOCATED IN ADOPTED LOCAL PLAN	1a CHELMER WATERSIDE
ALLOCATED IN ADOPTED LOCAL PLAN	1b FORMER ST PETER'S COLLEGE, FOX CRESCENT
ALLOCATED IN ADOPTED LOCAL PLAN	1d RIVERSIDE ICE AND LEISURE LAND, VICTORIA ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1e CIVIC CENTRE LAND, FAIRFIELD ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1f EASTWOOD HOUSE CAR PARK
ALLOCATED IN ADOPTED LOCAL PLAN	1g CHELMSFORD SOCIAL CLUB, SPRINGFIELD ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1h ASHBY HOUSE CAR PARKS, NEW STREET
ALLOCATED IN ADOPTED LOCAL PLAN	1i RECTORY LANE CAR PARK WEST
ALLOCATED IN ADOPTED LOCAL PLAN	1k FORMER CHELMSFORD ELECTRICAL AND CAR WASH, BROOK STREET
ALLOCATED IN ADOPTED LOCAL PLAN	1l BT TELEPHONE EXCHANGE, COTTAGE PLACE
ALLOCATED IN ADOPTED LOCAL PLAN	1m RECTORY LANE CAR PARK EAST
ALLOCATED IN ADOPTED LOCAL PLAN	1n WATERHOUSE LANE DEPOT AND NURSERY
ALLOCATED IN ADOPTED LOCAL PLAN	1o CHURCH HALL SITE, WOODHALL ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1p BRITISH LEGION, NEW LONDON ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1q REAR OF 17-37 BEACH'S DRIVE
ALLOCATED IN ADOPTED LOCAL PLAN	1r GARAGE SITE, ST NAZAIRE ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1s GARAGE SITE AND LAND, MEDWAY CLOSE
ALLOCATED IN ADOPTED LOCAL PLAN	1t CAR PARK R/O BELLAMY COURT, BROOMFIELD ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	1u RIVERMEAD, BISHOP HALL LANE
ALLOCATED IN ADOPTED LOCAL PLAN	1v RAILWAY SIDINGS, BROOK STREET
NEW PROPOSAL	1w MEADOWS SHOPPING CENTRE

## A - Schedule of Superseded Documents and Policies

SITE STATUS	SITE NUMBER AND NAME
NEW PROPOSAL	1x FORMER KAY METZELER PREMISES, BROOK STREET
NEW PROPOSAL	1y LAND BETWEEN HOFFMANN'S WAY AND BROOK STREET (MARRIAGE'S MILL)
NEW PROPOSAL	1z GRANARY CAR PARK, VICTORIA ROAD
NEW PROPOSAL	1aa COVAL LANE CAR PARK
NEW PROPOSAL	1bb GLEBE ROAD CAR PARK
ALLOCATED IN ADOPTED LOCAL PLAN	2 WEST CHELMSFORD
ALLOCATED IN ADOPTED LOCAL PLAN	3a EAST OF CHELMSFORD - MANOR FARM
ALLOCATED IN ADOPTED LOCAL PLAN	3b EAST OF CHELMSFORD - LAND NORTH OF MALDON ROAD (EMPLOYMENT)
ALLOCATED IN ADOPTED LOCAL PLAN	3c EAST OF CHELMSFORD - LAND SOUTH OF MALDON ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	3d EAST OF CHELMSFORD - LAND NORTH OF MALDON ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	4 LAND NORTH OF GALLEYWOOD RESERVOIR
ALLOCATED IN ADOPTED LOCAL PLAN	5 LAND SURROUNDING TELEPHONE EXCHANGE, ONGAR ROAD, WRITTLE
ALLOCATED IN ADOPTED LOCAL PLAN	6 NORTH EAST CHELMSFORD (CHELMSFORD GARDEN COMMUNITY)
ALLOCATED IN ADOPTED LOCAL PLAN	7a GREAT LEIGHS - LAND AT MOULSHAM HALL
ALLOCATED IN ADOPTED LOCAL PLAN	7b GREAT LEIGHS - LAND EAST OF LONDON ROAD
ALLOCATED IN ADOPTED LOCAL PLAN	7c GREAT LEIGHS - LAND NORTH AND SOUTH OF BANTERS LANE
ALLOCATED IN ADOPTED LOCAL PLAN	8 NORTH OF BROOMFIELD
NEW PROPOSAL	9a WALTHAM ROAD EMPLOYMENT AREA
ALLOCATED IN ADOPTED LOCAL PLAN	10 NORTH OF SOUTH WOODHAM FERRERS
NEW PROPOSAL	11a SOUTH OF BICKNACRE
NEW PROPOSAL	11b LAND AT KINGSGATE, BICKNACRE ROAD, BICKNACRE

## A - Schedule of Superseded Documents and Policies

SITE STATUS	SITE NUMBER AND NAME
NEW PROPOSAL	11c LAND WEST OF BARBROOK WAY, BICKNACRE
ALLOCATED IN ADOPTED LOCAL PLAN	12 ST GILES, MOOR HALL LANE, BICKNACRE
ALLOCATED IN ADOPTED LOCAL PLAN	13 DANBURY
NEW PROPOSAL	14a LAND WEST OF BACK LANE, FORD END
NEW PROPOSAL	14b LAND SOUTH OF FORD END PRIMARY SCHOOL
NEW PROPOSAL	15 LITTLE BOYTON HALL FARM EMPLOYMENT AREA
NEW PROPOSAL	16a EAST CHELMSFORD GARDEN COMMUNITY (HAMMONDS FARM)
NEW PROPOSAL	16b LAND ADJACENT TO A12 JUNCTION 18 EMPLOYMENT AREA
NEW PROPOSAL	17a LAND NORTH OF ABBEY FIELDS, EAST HANNINGFIELD
NEW PROPOSAL	17b LAND EAST OF HIGHFIELDS MEAD, EAST HANNINGFIELD

## B - Development Standards

### Introduction

**B.1** This Appendix provides information about standards that apply to all new residential developments in Chelmsford including conversions, apartments, maisonettes, houses, Houses in Multiple Occupation (HMO's) or extensions, unless it can be demonstrated that the particular site circumstances require a different design approach.

**B.2** The standards seek to ensure new developments will meet the needs of their occupiers, minimise the impact of new developments on surrounding occupiers and encourage higher rates of recycling. Detailed guidance is contained within the Council's Making Places Supplementary Planning Document. Where relevant, links have been provided to other Council documents or national standards. The following standards are covered:

- Privacy and quality of the living environment
- Private amenity space
- Natural light
- Open space
- Internal space standards
- Recycling and waste.

### Achieving a high quality living environment

**B.3** The Council will seek to secure high quality design and a good standard of living environment for all existing and future occupants.

**B.4** The best way of ensuring privacy for new and existing occupiers is to minimise the extent to which windows face onto private areas of adjacent properties. These private areas include habitable rooms (living rooms, dining rooms, bedrooms), kitchens and privacy zones (areas in gardens immediately adjoining the building). Privacy can be ensured through design of new buildings, but also through achieving specified separation distances between windows and neighbouring private areas.

**B.5** Adequate separation distance between buildings also ensures they do not feel overbearing to neighbouring residents.

**B.6** Where habitable rooms in a new or extended property are proposed, the separation distances set out in Table 11 apply.

**B.7** The requirements may be relaxed where privacy is 'designed-in' through careful arrangement of internal accommodation, placement of windows, window design or screening whilst also ensuring buildings are not overbearing. Shorter back-to-back distances may also be acceptable when the buildings face each other at an angle, typically 30 degrees or more. If there is a change in level between buildings, it may be possible for back-to-back distances to be adjusted.

**B.8** Overlooking needs to be avoided and the perception of overlooking should be considered e.g. by avoiding large windows in side walls of non-habitable rooms even if these are obscured.

**B.9** For locations outside of the Chelmsford City Centre and SWF Town Centre, it is expected that the minimum back-to-back standard of 25m will be met. A reduction in the standard will only be accepted where there are site specific character, density or design

considerations and/or identifiable existing site constraints that clearly justify a departure from the minimum standard.

**B.10** To ensure a good standard of living for the occupier of a new or extended property all habitable rooms must have at least one window in a wall allowing outlook and ventilation which meets these standards.

**Table 11 : Achieving a high quality living environment - standards**

Criteria	Chelmsford City Centre and SWF Town Centre	Outside Chelmsford City Centre and SWF Town Centre
A. Minimum back-to-back (or front-to-back) distance between parallel 2 or 3 storey buildings with rear or front-facing windows serving habitable rooms on upper floors	20m	25m
B. Minimum back-to-back (or front-to-back) distance between parallel 4 or more storey buildings with rear or front-facing windows serving habitable rooms on upper floors*	27.5m	35m
C. Minimum back-to-boundary distance where new buildings, or extensions to existing buildings, have a back-to-back relationship with existing residential buildings**	15m	
D. Minimum distance between a window serving an upper-floor habitable room and the side garden boundary of an adjacent property (unless the privacy zone is otherwise protected)***	15m (add 4m for each additional storey)	
E. Minimum back-to-flank wall distance****	12.5m for a two storey flank wall (add 4m for each additional storey)	

\*For tall buildings (above 5 storeys or above 16 metres) the separation space needed could be greater depending on the attributes and circumstances of the scheme; most tall structures will only be acceptable where supported by an appropriate ratio of open setting. This will be judged in accordance with the above standards or on a case-by-case basis as appropriate.

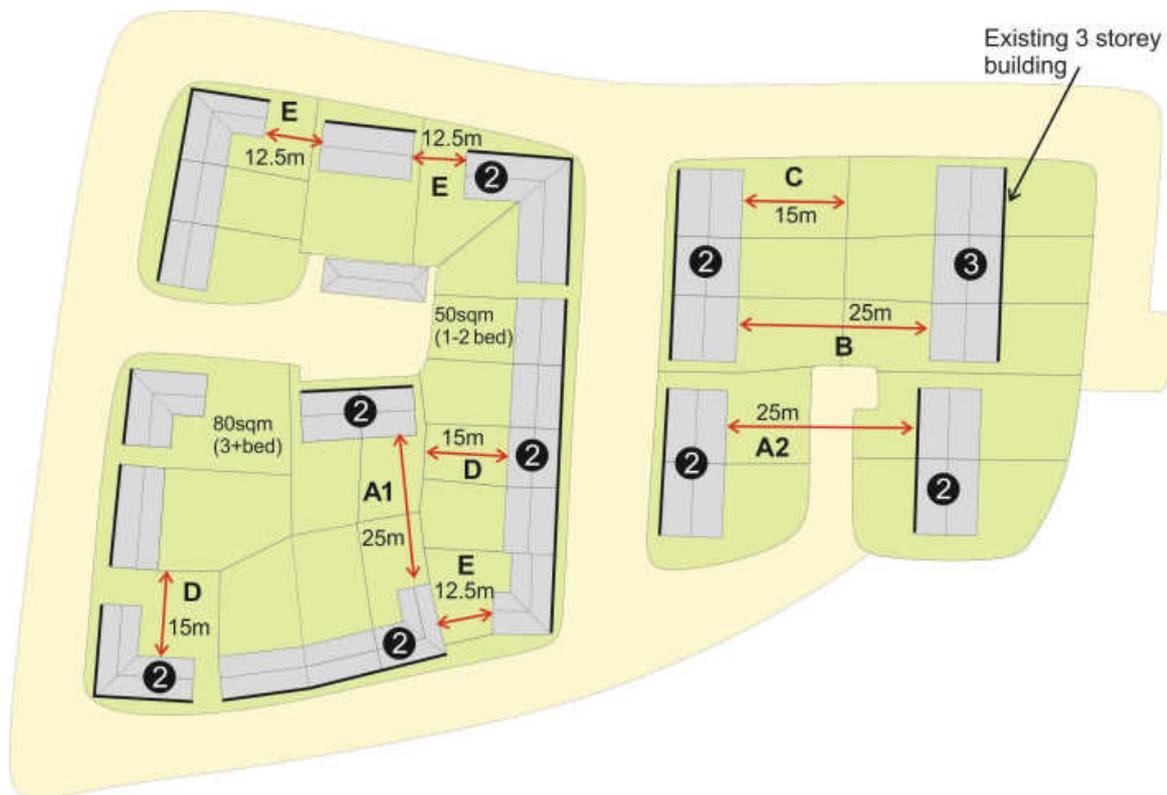
\*\*With existing buildings with a back-to-boundary distance less than 15m, in some circumstances a two-storey extension within 15m of the boundary may be acceptable subject to satisfactory relationships with neighbouring properties.

## B - Development Standards

\*\*\*For corner turning plots, discretion will be needed as to the application of this standard. For example, the distance would be appropriate if a relationship is being imposed on an existing property. In new developments, the standard could be reduced if the plot serves a positive design function in the layout as any new occupiers would be aware of the pre-existing relationship. Clear glazed upper-floor windows serving habitable rooms should be avoided where they would directly face the privacy zone of a neighbouring property.

\*\*\*\*Where a back-to-flank wall relationship will exist, clear glazed windows in flank walls should be avoided in order to safeguard against overlooking.

**Figure 19 : Separation distances and private garden space for sites outside Chelmsford City Centre and South Woodham Ferrers Town Centre**



### KEY

A1 Back to back (2 storey)

A2 Front to back (2 storey)

B Back to back (2-3 storey)

C Back to boundary

(new building next to existing)

D Back to side garden

E Back to flank wall

### Private amenity space

**B.11** All new homes shall provide easy access to private or communal garden space. The size of the private space expected depends on the type of unit and the accessibility of the location. All new residential development shall provide private amenity space to a high standard. Narrow unusable garden spaces and parking areas will not be included in the calculations.

**B.12** The siting, orientation, size and layout should make for a secure and usable space, which has an inviting appearance for residents and is appropriate to the surrounding context.

Please refer to the Council’s Making Places SPD for more guidance. All private amenity spaces shall be designed to avoid harmful overlooking from other properties.

**B.13** Where recycling and waste bins and bikes have to be kept in a rear garden then direct and secure access from the street should be provided.

**B.14** Tables 12 and 13 contain space standards for private gardens, balconies and communal garden space. See also Figure 19. In tight urban environments, quality may be more important than the quantity of space. Gardens do not have to be limited to ground level, in appropriate circumstances elevated gardens and roof gardens may be encouraged to maximise use of space.

**Table 12 : Garden standards for new houses**

Number of bedrooms	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
1 or 2 bedroom houses	40sqm minimum private garden <i>or</i> Use of directly accessible communal garden equivalent to 25sqm per unit including 10sqm demarcated private zone for each house	50sqm minimum private garden
Houses with 3 or more bedrooms	50sqm minimum private garden	80sqm minimum private garden

**Table 13 : Garden and balcony standards for new apartment blocks and HMOs**

Dwelling type	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
Upper floor apartments	<ul style="list-style-type: none"> <li>• Provision of a private balcony (minimum 3sqm), plus</li> <li>• Provision of 20sqm minimum per unit of communal garden (100sqm minimum in total) or be located within 600m of a park or recreation ground</li> </ul>	<ul style="list-style-type: none"> <li>• Provision of a private balcony (minimum 3sqm), plus</li> <li>• 20sqm minimum per unit of communal garden (100sqm minimum in total)</li> </ul>
Ground floor apartments	<ul style="list-style-type: none"> <li>• Provision of a 10sqm minimum demarcated private zone, plus</li> <li>• Provision of 20sqm minimum per unit of communal garden (100sqm minimum in total) or be located within 600m of a park or recreation ground</li> </ul>	<ul style="list-style-type: none"> <li>• 10sqm minimum demarcated private zone, plus</li> <li>• 20sqm minimum per unit of communal garden (100sqm minimum in total)</li> </ul>
Houses in Multiple Occupation (HMOs)	<ul style="list-style-type: none"> <li>• 50sqm minimum communal garden</li> </ul>	<ul style="list-style-type: none"> <li>• 80sqm minimum communal garden</li> </ul>

## B - Development Standards

**B.15** Communal gardens are an integral part of site design and should, as practicable as possible, be enclosed by buildings and or landscaping. They are intended to be private spaces and should be of an appropriate shape to fulfil their function (e.g. socialising or drying washing). They should benefit from casual surveillance so that they feel safe and are accessible to all intended users. For City/Town Centre schemes, a communal garden area will be encouraged. Please refer to the Council's Making Places SPD for more guidance.

**B.16** A demarcated private zone for ground floor apartments should be provided as a small garden, patio or deck, with direct access from the property. Where ground floor apartments cannot provide a sufficiently enclosed private zone, windows and doors should be separated from public areas through hard and/or soft landscaping. Please refer to the Council's Making Places SPD for more guidance.

**B.17** For street facing ground floor apartments, the building should be designed to interact with the street, so an enclosed private zone facing the street may not be appropriate. To avoid a street facing single aspect property, dual aspect or duplex apartments are encouraged.

**B.18** Maisonettes will usually include a separate entrance door and typically do not rely on communal entrances, stairs and corridors to an internal unit entrance. Where they are not integral to a larger apartment complex, their garden requirements should be akin to a house. Garden spaces must be fit for purpose by considering size, shape and location. A ground floor unit should provide a directly accessible garden space. An upper floor unit should either provide a garden space directly accessed from an external door, or a private terrace on the same level (of at least 10sqm and directly accessed from an external door). Upper floor units must avoid external staircases.

**B.19** Exceptions to the above standards may be considered on physically constrained sites where development is desirable in the wider public interest.

**B.20** The distance to a park or recreation ground should generally be measured in a direct line. However, consideration needs to be given to physical barriers to movement such as busy roads with no crossings, rivers or railway lines.

### Natural light

**B.21** New housing development and extensions should provide an adequate level of natural light for new and existing dwellings. Good natural light makes dwellings more attractive, pleasant and energy efficient. Housing layouts should be designed to maximise daylight and sunlight to dwellings as far as possible, as long as the development adheres to other policies and standards. Single aspect apartments should be avoided. Applicants are advised to refer to the BRE document "Site layout planning for daylight and sunlight: a guide to good practice (BR 209 2022 edition)" and the British Standard "BS EN 17037 Daylighting of Buildings – Improve the daylight in buildings" (or their successors).

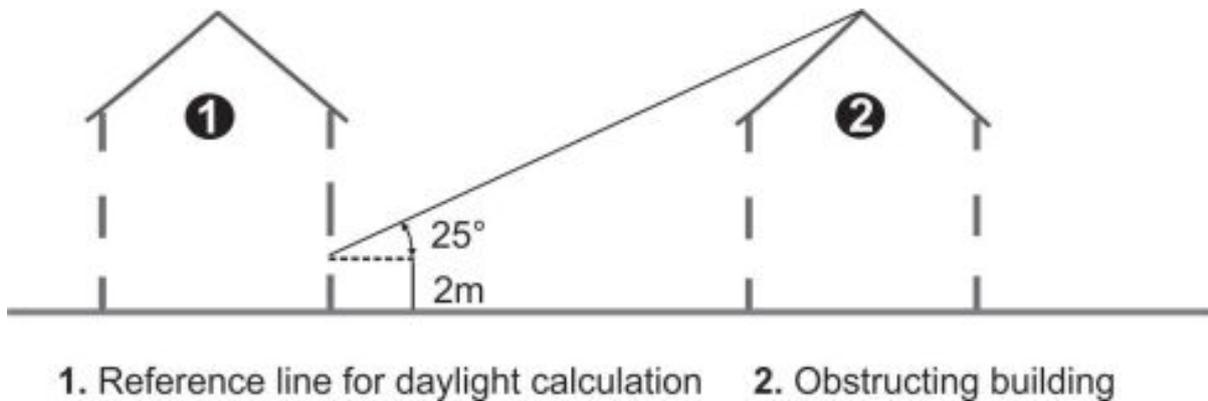
### Sunlight

**B.22** A sunlit room is achieved where a window faces 90 degrees due south. It is not a reasonable requirement to expect this of all dwellings in a development, but good levels of daylight and a pleasant outlook can compensate for a lack of direct sunlight.

Daylight

**B.23** Acceptable daylight in existing building interiors is likely to be achieved if a 25 degree vertical angle from a point 2m above the floor at the building façade is not obstructed, see Figure 20. It is accepted that taller buildings may cause a higher degree of daylight loss, which is one of the reasons why taller buildings will generally be limited to appropriate City Centre locations.

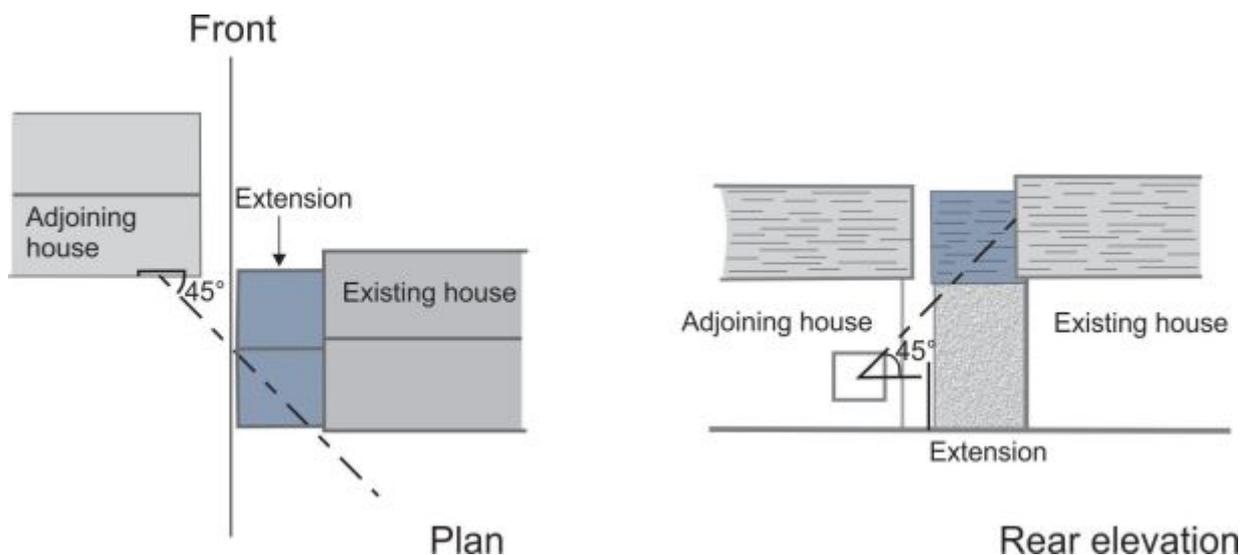
**Figure 20 : Relationships between new and existing buildings 1**



*The obstructing building (No 2) does not breach the 25 degree angle, hence acceptable daylight should be achieved within property No 1. Adapted from Essex Design Guide [www.essexdesignguide.co.uk](http://www.essexdesignguide.co.uk).*

**B.24** Projections at right angles to a main building range should not infringe a 45 degree angle drawn in plan and elevation from the centre of the closest ground floor habitable room window in a neighbouring property, see Figure 21.

**Figure 21 : Relationships between new and existing buildings 2**



*The extension at the neighbouring property breaches a 45 degree angle both in plan and elevation drawn from the window of a habitable room in the neighbouring property.*

## B - Development Standards

### Open space

**B.25** Open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities.

**B.26** An open space study, 'Chelmsford Open Space Study 2016-2036', was undertaken by Ethos Environmental Planning in 2015-2016 to inform the Council's decision making process up to 2036. The study was carried out in line with the National Planning Policy Framework (NPPF) and in accordance with Sport England's guidance available at the time. An updated Open Space Study is being undertaken and will inform the next iteration of the Review of the Local Plan (Pre-Submission) including any updates to the following standards.

**B.27** Access and quantity standards for the different types of open spaces in Chelmsford are summarised in Table 14.

**Table 14 Access and quantity standards for different types of open spaces in Chelmsford**

Type of open space	Quantity standard (ha/1000 population)	Access standard
<b>Accessible Local Open Space</b>		
Allotments and community gardens	0.30	720m or 15 minute walk
Amenity greenspace	0.40	480m or 10 minute walk
Play space (children)	0.05	480m or 10 minute walk
Play space (youth)	0.05	600m or 12/13 minute walk
<b>Total</b>	<b>0.08</b>	
<b>Strategic Open Space</b>		
Parks and recreation grounds	1.65	600m or 12/13 minute walk
<b>Natural and Semi-natural Open Space</b>		
Natural and semi-natural greenspace	1.0	Refer to the OpenSpace Study

**B.28** To help calculate the amount of open space required for each new dwelling, the Council has grouped allotments and community gardens, amenity green space, and play space for children and youths together and classed these as 'Accessible Local Open Space'. Parks and recreation grounds are referred to as Strategic Open Space. See Table 15 for summary standards in hectares (ha) and sqm/1000 population.

**Table 15 Quantity standard for 'Accessible Local Open Space and Strategic Open Space'**

Type of open space	Quantity standard (ha/1000 population)	Quantity standard (sqm/1000 population) 1 ha = 10,000 sqm
Total Accessible Local Open Space	0.8 ha	8,000sqm
Total Strategic Open Space	1.65 ha	16,500sqm

The calculations below set out how much open space will be required for each new dwelling:

**B.29** Average occupancy rate of homes in Chelmsford is 2.4 persons per-dwelling (Census 2011).

- 1) **Number of households per 1000 population:** 1000 people/2.4 people per-dwelling = **417 dwellings**
- 2) **Accessible Local Open Space per dwelling:** 8,000sqm/417 dwellings= **19 sqm/dwelling**
- 3) **Strategic Open Space per dwelling:** 16,500sqm/417 dwellings= **40sqm/dwelling**
- 4) **Overall total open space:** 19sqm + 40sqm = **59sqm/dwelling**

**B.30** In addition to the above requirements, on-site natural and semi-natural open space will need to be provided as set out in Table 16. The quantity and type of this open space will be determined through the planning process for each site. This may form part of a sustainable drainage system.

**Table 16 : Thresholds for on-site provision of open space**

Size of Scheme	Provision
Less than 10 dwellings	No provision expected
10-29 dwellings	Accessible Local Open Space required on-site at 19sqm per dwelling
30 dwellings or more	Accessible Local Open Space required on-site at 19sqm per dwelling, plus Strategic Open Space required on-site at 40sqm per dwelling Natural and semi-natural open space required on-site at 24 sqm per dwelling

**B.31** On developments of 30 or more dwellings, Strategic Open Space will normally be required to be provided on-site. Considerations for accepting a commuted sum, in lieu of on-site provision, will include:

- The scale of the proposed development and site area; and
- The suitability of a site considering, for example, its topography or flood risk; and
- The existing provision of facilities within the neighbourhood and/or the sub area; and
- Other sites in the neighbourhood where additional provision is proposed; and
- Existing access to facilities within the neighbourhood and/or sub area.

## B - Development Standards

**B.32** Further details on calculating financial contributions is provided in the Open Space Advice Note and Planning Obligations SPD on the Council's website. Commuted sums are to be secured through legal agreements.

### Tree planting

**B.33** The Council has set a requirement for three new trees to be planted for every new home that is built and for all strategic scale employment and infrastructure development to plant a significant number of new trees in addition to the normal landscaping requirements. This is to assist in the Climate and Ecological Emergency. For details, refer to DM17 Trees, Woodland and Landscape Features and the Council's Tree Planning Advice Note on the Council's website.

### Internal space standards

**B.34** In 2015, the Government introduced a space standard, 'Technical housing standards – nationally described space standard' which sits alongside Building Regulations as an optional standard. This space standard deals with internal space for new houses and flats and applies across all tenures of housing. It sets out requirements for the gross internal floor area (GIA) of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of homes.

**B.35** According to research by the Royal Institute of British Architects (RIBA), the average new home in England is only 92% of the recommended minimum size. This means there might not be enough space for furniture, storage, socialising or spending time in quiet.

**B.36** Chelmsford generally has a standard and wide ranging mix of house types within its area and therefore the Government standards appear to fit well with the housing stock in Chelmsford. There are no particular issues within Chelmsford's housing market that would require a departure from the national standards. To meet the needs of occupiers, all new residential development should be built in accordance with the nationally described space standard. The standard requires that:

- A dwelling provides at least the GIA and built-in storage area set out in Table 17
- A dwelling with two or more bedspaces has at least one double (or twin) bedroom
- A single bedroom has a floor area of at least 7.5sqm and is at least 2.15m wide
- A double (or twin bedroom) has a floor area of at least 11.5sqm
- One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- Any area with a headroom of less than 1.5m is not counted within the GIA unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1sqm within the GIA)
- Any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- A built-in wardrobe counts towards the GIA and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72sqm in a double bedroom and 0.36sqm in a single bedroom counts towards the built-in storage requirement
- The minimum floor to ceiling height is 2.3m for at least 75% of the GIA.



Table 17 : Minimum Gross Internal Floor Area and storage (sqm)\*\*

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

\* Where a one person flat has a shower room rather than a bathroom, the GIA may be reduced from 39sqm to 37sqm.

\*\* (1) Some additional footnotes were added to the Space Standards in 2016 relating to built-in storage, bathrooms and WCs and furnished layouts. Please refer to the guidance [Technical housing standards – nationally described space standard - GOV.UK \(www.gov.uk\)](http://www.gov.uk) for details. (2) Regulations relating to the licensing of HMOs introduced in 2018 set different minimum thresholds for bedrooms used by one or more persons based on age. Please refer to The Licensing of Houses in Multiple Occupation (Mandatory Conditions of Licences) (England) Regulations 2018 at [www.legislation.gov.uk](http://www.legislation.gov.uk).

### Recycling and waste

**B.37** New developments should have regard to the Council's Making Places Supplementary Planning Document (SPD) and be compliant with the Chelmsford City Council Recycling and Waste Collection Policy applicable at the time. This can be found on the Council's website.

**B.38** Recycling and waste collection provision for houses, apartments and flats have been set out below in Tables 19 and 20. Refer also to the Making Places SPD, which provides details of the different bins and other receptacles provided by the Council for houses, flats

## B - Development Standards

and apartments. Further details are provided in the Policy referred to above including HMOs and some non-domestic properties.

**B.39** To design development to facilitate source-separated collection, the following key design standards from the above document need to be considered at the early design stages:

- All bin stores should be easily accessible by the collection vehicle from the highway
- Communal bin stores should be located no further than 30m away from flats or apartments served by this store
- Communal bin stores should be in the form of dedicated bin store rooms in the ground floor of buildings or in the form of robust and covered external compounds sited in unobtrusive locations
- Schemes to be designed to avoid collection vehicles reversing; if reversing is necessary it should be no more than 12m; if the vehicle has to turn, sufficient space needs to be provided for this in the layout.

**B.40** All collection vehicles used by Chelmsford City Council are Dennis Eagle with Terberg Lifts. The largest vehicle is the Dennis Eagle Elite 2 Olympus Twin Pack 6 x 4 Wide Body RCV. See Table 18 for dimensions. All development layouts should allow for this vehicle to be used, but note that private waste collectors collecting from non-domestic properties may use larger vehicles.

**Table 18 : Dimensions of the largest collection vehicle used by the Council**

Dennis Eagle Elite 2 Olympus	Dimensions
Length	10.1 metres (allowing for rear overhang of the bin lift)
Width	2.85 metres (allowing for wing mirrors)
Height	3.6 metres (allowing for overhead fixtures and fittings)
Operating height with tailgate lifted	5.21metres
Minimum turning circle	22 metres

**B.41** The Council provides a recycling and waste collection service for non-residential uses, although businesses may also use private contractors. Since the type of waste generated varies widely between different types of businesses, the receptacles required will also vary. Therefore there are no specific standards for general waste and recycling receptacles for non-residential uses. However it is important that storage areas are designed to meet the needs of the business now and in the future when requirement for recycling of waste is likely to be stricter. Storage areas should be easily accessible from the highway, as unobtrusive as possible and ideally away from the main entrance.

Table 19 : Recycling and waste receptacles required for houses

Size of house	Material for collection	Bin type	Recommended location on house plot
<b>1-6 person house</b>	Non-recyclable general waste	180 litre wheeled bin (black), maximum 1 bin	Near to house, close to front or back door, easily wheeled to kerbside for collection
	Garden waste	240 litre wheeled bin (brown), maximum 2 bins	
	Cans, glass, aerosols, foil, textiles and small electrical and electronic equipment	55 litre green box	Undercover e.g. bin store, garage, car port, shed, kitchen, utility room. Able to be easily moved to kerbside for collection
	Paper	White bag – re-useable poly sack (55 litre)	
	Cardboard	White bag – re-useable poly sack (55 litre)	
	Plastic & cartons	Clear bags (55 litre)	
	Food waste – internal	7 litre small grey caddy – maximum 1 bin	In kitchen/utility room
	Food waste – external	23 litre medium green bin	Near to house, able to be easily moved to kerbside for collection
	Garden and food waste	Compost bin	Rear garden, away from the house, directly on soil
<b>7+ person house</b>	Household waste	240 litre wheeled bin (black), maximum 1 bin	Near to house, easily wheeled to kerbside for collection
	All other materials	Same as for 1-6 person house	

## B - Development Standards

**Table 20 : Recycling and waste receptacles required for flats and apartments**

Material	Bin Type	Storage capacity required (litres) per unit		
		1 bedroom	2 bedroom	3 or more bedrooms
Non-recyclable general waste	240, 360, 660 or 1100 litre wheeled bins	72	108	180
Food waste	140 litre wheeled bins (green)	6.9	11.5	23
Glass (clear)	240 or 360 litre wheeled bins (green)	8.2	11.9	18.3
Glass (coloured)		8.2	11.9	18.3
Cans, foils, aerosols		8.2	11.9	18.3
Plastic and cartons		57.2	79.2	110
Mixed paper and cardboard	660 litre wheeled bins (blue), 360 litre two wheeled green bins can be used in smaller schemes	57.2	79.2	110

**C.1** This Section sets out the projected timeframes for developments within the Local Plan. There are three tables which cover:

- Housing allocations
- Gypsy and Traveller allocations
- Travelling Showpeople allocations.

**C.2** For each of the above, timeframes for development have been projected based on the following information:

- Published housing completions for year 2022/23
- Known planning permissions and expected timeframes for development, based on developers' projected build out rates (sourced from the April 2023 Housing Site Schedule) for years 2023/24 to 2027/28
- Expected timeframes for the development of Local Plan allocations, based on projected build out rates and information from site promoters for years 2028/29 to 2040/41 as applicable
- The timing of the provision of facilities and services for a location have been factored into timeframes where applicable (e.g. the timing of school provision, utility and service provision).

**C.3** In addition to the tables there is a housing trajectory graph included within the housing section.

Review of Local Plan - Housing Site Schedule April 2023 - 2041

Site Address	Allocation	SHELAA/UCS Reference	Estimated Total Capacity	No of which AH	Small Site less than 1ha (Y/N)	Year 1 23/24		Year 2 24/25		Year 3 25/26		Year 4 26/27		Year 5 27/28		Year 6 28/29		Years 29/30 - 33/34	Years 34/35 - 38/39	Years 39/40 - 40/41	Post 2041
						Market	Affordable	Market	Affordable												
<b>Extant Local Development Framework Sites</b>																					
<b>Town Centre Area Action Plan Allocations</b>																					
24 Duke Street Chelmsford	TCAAP10 (part of)	N/A	112	19	Y			93	19												
<b>SUB TOTAL</b>						<b>0</b>	<b>0</b>	<b>93</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>North Chelmsford Area Action Plan</b>																					
Land north south and east of Belsteads Farm Lane Broomfield (Channels) - Phase 3c 3d and 5	NCAAP 6, 26-27	N/A	240	94	N	36	10														
Land north south and east of Belsteads Farm Lane Broomfield (Channels) - Phase 4	NCAAP 6, 26-27	N/A	27	0	N	20															
Land north south and east of Belsteads Farm Lane Broomfield (Channels) - Phase 6	NCAAP 6, 26-27	N/A	128	28	N	58		13													
Land east of North Court Road and north of Hospital Approach Broomfield (Care Home)	NCAAP1	N/A	26	0	Y					26											
Greater Beaulieu Park White Hart Lane Springfield - Phase 2 - Zone K and L	NCAAP 5,7-10,12	N/A	300	81	N	41	19	60	19	48	7										
Greater Beaulieu Park White Hart Lane Springfield - Phase 2- Zone J	NCAAP 5,7-10,12	N/A	82	23	Y	44	16	15	7												
Greater Beaulieu Park White Hart Lane Springfield - Phase 3 - Zone M, N & Q	NCAAP 5,7-10,12	N/A	272	84	N	70	41	54	26	6	1										
Greater Beaulieu Park White Hart Lane Springfield - Phase 3 - Zones O & P	NCAAP 5,7-10,12	N/A	111	30	N	16	10	36	10	27	10										
Greater Beaulieu Park White Hart Lane Springfield - Phase 3 - Zone V	NCAAP 5,7-10,12	N/A	145	39	N	38	21	25	9												
Greater Beaulieu Park White Hart Lane Springfield - Phase 3 - Zone W	NCAAP 5,7-10,12	N/A	194	52	N	53	41	61	11	28											
Greater Beaulieu Park White Hart Lane Springfield - Phase 3 - Zone T	NCAAP 5,7-10,12	N/A	66	18	N			20	8	20	8	8	2								
Greater Beaulieu Park White Hart Lane Springfield - Remainder of phase 2-4	NCAAP 5,7-10,12	N/A	1246		N							188	47	128	44	177		662			
<b>SUB TOTAL</b>						<b>376</b>	<b>158</b>	<b>284</b>	<b>90</b>	<b>155</b>	<b>26</b>	<b>196</b>	<b>49</b>	<b>128</b>	<b>44</b>	<b>177</b>	<b>0</b>	<b>662</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Site Allocations Development Plan Document Allocations</b>																					
Former Runwell Hospital (St Lukes) Runwell Chase Runwell - Phase 4	SAD17	N/A	134	47	N	9	27														

Former Runwell Hospital (St Lukes) Runwell Chase Runwell - Phase 5	SAD17	N/A	71	25	N	29	2	17	23											
Land at Former Runwell Hospital Runwell Chase Runwell Wickford	SAD17	N/A	29	10	Y	10		9	10											
Morelands Industrial Estate, Tileworks Lane, Rettendon	SAD16	N/A	92	0	N	30		62												
Land between Back Lane and Old Church Road East Hanningfield	SAD20	N/A	20	10	Y			10	10											
<b>SUB TOTAL</b>						<b>78</b>	<b>29</b>	<b>98</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Large Sites (Unallocated)</b>																				
47 Broomfield Road Chelmsford	TCAAP	N/A	14	0	Y									14						
Site rear of 30-34 Broomfield Road	TCAAP	N/A	24	0	Y	24														
10-13 Hoffmans Way Chelmsford	Growth Area 1	N/A	11	0	Y				11											
South Side Car Park Railway Street Chelmsford	Growth Area 1	N/A	10	10	Y		10													
Site at The Atlantic Hotel New Street Chelmsford	Growth Area 1	N/A	10	0	Y	10														
Hill & Abbott First Floor Threadneedle House 9-10 Market Road Chelmsford	TCAAP	N/A	66	0	Y	66														
Saxon House 27 Duke Street Chelmsford	Growth Area 1	N/A	39	0	Y				39											
Makerstudy House Waterloo Lane Chelmsford	Growth Area 1	N/A	22	0	Y				22											
1 Legg Street Chelmsford	Growth Area 1	N/A	94	0	Y	94														
Sadlers House 2 Legg Street Chelmsford	TCAAP	N/A	13	0	Y	13														
39 Springfield Road Chelmsford	Growth Area 1	N/A	18	0	Y											18				
Site at 137 Beehive Lane Great Baddow Chelmsford	SAD	N/A	10	0	Y			10												
Land to the rear of 51- 54A High Street Chelmsford	Growth Area 1	N/A	10	0	Y			10												
39 Moulsham Street Chelmsford	Growth Area 1	N/A	12	0	Y				12											
Royal & Sunalliance Parkview House Victoria Road South	TCAAP	N/A	45	0	Y													45		
Royal & Sunalliance Parkview House Victoria Road South	TCAAP	N/A	15	0	Y													15		
Site at Dorset House Duke Street Chelmsford	Growth Area 1	N/A	40	0	Y							40								
Site at Victoria House 101-105 Victoria Road Chelmsford	Growth Area 1	N/A	78	0	Y							78								
Victoria House 101-105 Victoria Road Chelmsford	Growth Area 1	N/A	44	0	Y				44											
St Josephs Nursing Home Gay Bowers Road Danbury	SAD	N/A	10	0	N	10														
Brook Farm Riding Stables Stock Road Stock Billericay	SAD	N/A	10	0	Y	7		3												
Site at Indian Nights London Road Chelmsford	Growth Area 1	N/A	10	0	Y								10							
Site at Windermere Main Road Broomfield Chelmsford	Growth Area 2	N/A	14	0	Y				14											
<b>SUBTOTAL</b>						<b>224</b>	<b>10</b>	<b>23</b>	<b>0</b>	<b>142</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>
<b>Small Sites (Unallocated)</b>																				
Boreham Village Store Main Road Boreham	SAD	N/A	5	0	Y	5														
Land Adjacent Restmore Main Road Boreham Chelmsford	Growth Area 2	N/A	1	0	Y	1														
Land North West Of 5 Bulls Lodge Cottages General Lane Boreham	Growth Area 2	N/A	1	0	Y	1														
Site at North Bungalow Elm Way Boreham	Growth Area 2	N/A	9	0	Y				9											
Land South of 124 Plantation Road Boreham Chelmsford	Growth Area 2	N/A	1	0	Y	1														

## C - Development Trajectories

Site at Paglesham House Hollow Lane Broomfield Chelmsford	SAD	N/A	1	0	Y	1													
Site at Vehicle Workshop Thrift Farm Moulsham Thrift Chelmsford	Growth Area 1	N/A	3	0	Y			3											
Land at Thrift Farm Moulsham Thrift Chelmsford	Growth Area 1	N/A	1	0	Y	1													
Site at West House 34 Broomfield Road Chelmsford	TCAAP	N/A	4	0	Y	4													
Site at West House 34 Broomfield Road Chelmsford	TCAAP	N/A	5	0	Y	5													
Land Rear of 11A to 15 Broomfield Road Chelmsford	Growth Area 1	Part of GS1t	2	0	Y	2													
Site at 6-14 Rainsford Road Chelmsford	Growth Area 1	N/A	3	0	Y			3											
11A - 15 Broomfield Road Chelmsford	Growth Area 1	N/A	3	0	Y			3											
82-86 Kings Road Chelmsford	Growth Area 1	N/A	5	0	Y	5													
6 Hoffmans Way Chelmsford	Growth Area 1	N/A	8	0	Y			8											
Land at Moulsham Grange Moulsham Street Chelmsford	Growth Area 1	N/A	9	0	Y			9											
Land Rear of Stuarts Moulsham Street Chelmsford	SAD	N/A	1	0	Y	1													
Land Rear of Colinton Moulsham Street Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Second Floor 163-164 Moulsham Street Chelmsford	Growth Area 1	N/A	2	0	Y	2													
42 Moulsham Street Chelmsford	Growth Area 1	N/A	2	0	Y	2													
King William House 6 New Street Chelmsford	Growth Area 1	N/A	2	0	Y	2													
4 Baddow Road Chelmsford	Growth Area 1	N/A	2	0	Y	2													
37 Shrublands Close Chelmsford	TCAAP	N/A	1	0	Y	1													
Land South East of Riverbank Court Shrublands Close Chelmsford	TCAAP	N/A	3	0	Y									3					
Land Rear of 101 New London Road Chelmsford	TCAAP	N/A	8	0	Y			8											
Carlton House 101 New London Road Chelmsford	Growth Area 1	N/A	2	0	Y	2													
Chelmsford Club 108 New London Road	TCAAP	N/A	5	0	Y	3													
Chambers Wealth Management 130 New London Road Chelmsford	Growth Area 1	N/A	1	0	Y	1													
32-33 New Street Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Back Inn Time 13 Cottage Place Chelmsford	Growth Area 1	N/A	7	0	Y			7											
Site at 65-66 Victoria Road Chelmsford	Growth Area 1	N/A	3	0	Y	3													
90 High Street Chelmsford	Growth Area 1	N/A	3	0	Y	3													
22A Duke Street, Chelmsford	TCAAP	N/A	5	0	Y							5							
Site at 10 and 10A Duke Street Chelmsford	Growth Area 1	N/A	4	0	Y			4											
86 Duke Street Chelmsford	Growth Area 1	N/A	4	0	Y			4											
Site Rear of 20 St Vincents Road Chelmsford	Growth Area 1	N/A	1	0	Y			1											
33 Redmayne Drive Chelmsford	Growth Area 1	N/A	1	0	Y	1													
Land East of 2 St Mildreds Road Chelmsford	SAD	N/A	1	0	Y					1									
Kingdom Hall Of Jehovahs Witnesses Bradford Street Chelmsford	Growth Area 1	N/A	2	0	Y	2													
15 Van Diemens Road Chelmsford	Growth Area 1	N/A	1	0	Y	1													
10 Brian Close Chelmsford	Growth Area 1	N/A	1	0	Y	1													

Land Adjacent 31 Sycamore Way Chelmsford	Growth Area 1	N/A	1	0	Y	1													
187 Gloucester Avenue Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Site Adjacent 21 Sunrise Avenue Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Land at 3 Town Croft Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Land Between 59-61 Rutland Road Chelmsford	Growth Area 1	N/A	2	0	Y	2													
Site at 127 Melbourne Avenue Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Site at Writtle Wick Family Centre Chignal Road Chelmsford	Growth Area 1	N/A	7	0	Y			7											
18A Belvawney Close Chelmsford	Growth Area 1	N/A	1	0	Y	1													
Land at 24 Mendip Road Chelmsford	Growth Area 1	N/A	1	0	Y			1											
21 Seven Ash Green Chelmsford	SAD	N/A	2	0	Y									2					
Site at 171 Springfield Road Chelmsford	Growth Area 1	N/A	1	0	Y	1													
Block 1 to 11 Abbots Place Chelmsford	Growth Area 1	N/A	2	0	Y			2											
37 Arbour Lane Chelmsford	Growth Area 1	N/A	9	0	Y	9													
37 Arbour Lane Chelmsford	Growth Area 1	N/A	1	0	Y	1													
Land rear of 270 to 272 Springfield Road Chelmsford	TCAAP	N/A	2	0	Y								1						
73 Rainsford Lane Chelmsford	Growth Area 1	N/A	1	0	Y			1											
5-7 Robjohns Road Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Land Adjacent 28 Hainault Grove Chelmsford	Growth Area 1	N/A	1	0	Y					1									
106 Forest Drive Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Land Adjacent to 1 Savernake Road Chelmsford	Growth Area 1	N/A	1	0	Y					1									
Site at 43 Waterhouse Lane Chelmsford	Growth Area 1	N/A	1	0	Y			1											
32 Writtle Road Chelmsford	Growth Area 1	N/A	3	0	Y			3											
Land and Buildings West of Beaumont Otes Cottage Chignal Road Chignal Smealy Chelmsford	Growth Area 1	N/A	8	0	Y	8													
Barn South Hillcroft Chignal Road Chignal Smealy Chelmsford	Growth Area 1	N/A	1	0	Y	1													
Land Between Trelawn and Tylarke Southwood Chase Danbury Chelmsford	Growth Area 3	N/A	1	0	Y					1									
Gordon House Hyde Lane Danbury Chelmsford	Growth Area 3	N/A	1	0	Y	1													
WI Hall Old Church Road East Hanningfield Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Stables at Highwater Farm Main Road East Hanningfield Chelmsford	Growth Area 3	N/A	2	0	Y			2											
212 Watchouse Road Galleywood Chelmsford	Growth Area 1	N/A	1	0	Y			1											
2 Skinners Lane Galleywood Chelmsford	Growth Area 1	N/A	2	0	Y	2													
Site at Kirriemuir Stock Road Galleywood Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Site at Mapletree Works Brook Lane Galleywood Chelmsford	SAD	N/A	2	0	Y	2													
Site at 190 Galleywood Road Great Baddow Chelmsford	Growth Area 1	N/A	4	0	Y	4													
30 Chelmerton Avenue Great Baddow Chelmsford	Growth Area 1	N/A	1	0	Y	1													
275 Baddow Road Great Baddow Chelmsford	Growth Area 1	N/A	8	0	Y	8													

## C - Development Trajectories

Land Between 273-277 Baddow Road Great Baddow Chelmsford	Growth Area 1	N	1	0	Y	1													
Site at 346 Baddow Road Chelmsford	Growth Area 1	N/A	8	0	Y	8													
Land South of the Bell Centre Bell Street Great Baddow Chelmsford	SAD	N/A	2	0	Y	2													
Site at the Bell Centre Bell Street Great Baddow	Growth Area 1	N/A	2	0	Y	2													
Land North of 373 Baddow Road Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Site at 291-293 Baddow Road Chelmsford	Growth Area 1	N/A	2	0	Y	2													
Outbuilding at Whitehouse Farm Boreham Road Great Leighs Chelmsford	SAD	N/A	1	0	Y			1											
Agricultural Building South West of Pippins Hornells Corner Little Leighs Chelmsford	Growth Area 2	N/A	1	0	Y				1										
Site at Pond View Banters Lane Great Leighs Chelmsford	Growth Area 2	N/A	3	0	Y	3													
Site at Pond View Banters Lane Great Leighs Chelmsford	Growth Area 2	N/A	1	0	Y	1													
Land South West of Blue Barnes Farm Gubbions Lane Great Leighs Chelmsford	Growth Area 2	N/A	1	0	Y	1													
Land Adjacent Corner Cottage Banters Lane Great Leighs Chelmsford	Growth Area 2	N/A	4	0	Y				4										
Land at 37 Main Road Great Leighs Chelmsford	SAD	N/A	1	0	Y	1													
Buildings at Wakerings Farm Leighs Road Great Leighs Chelmsford	Growth Area 2	N/A	3	0	Y			3											
Land at Sunnyside Margarets Woods Road Great Waltham Chelmsford	SAD	N/A	1	0	Y	1													
Barn South of Poulterers Farm Ringtail Green Ford End Chelmsford	Growth Area 2	N/A	1	0	Y			1											
Site adjacent 31 Pleshey Road Ford End Chelmsford	Growth Area 2	N/A	1	0	Y	1													
Barn at Garnetts Farm Mashbury Road Great Waltham Chelmsford	Growth Area 2	N/A	1	0	Y	1													
Land South of Firland Woods Road Great Waltham Chelmsford	Growth Area 2	N/A	1	0	Y	1													
Barn South West of Lavender Farm Main Road Great Waltham Chelmsford	Growth Area 2	N/A	2	0	Y			2											
Lavender Farm Main Road Great Waltham Chelmsford	Growth Area 2	N/A	6	0	Y	6													
Land East of Rye Cottage Larks Lane Great Waltham	SAD	N/A	2	0	Y	2													
Land Adjacent Riverview House Lucks Lane Howe Street Chelmsford	Growth Area 2	N/A	1	0	Y			1											
Land South of Firland Wood Road Great Waltham Chelmsford	SAD	N/A	1	0	Y	1													
Site Adjacent 24 Souther Cross Road Good Easter Chelmsford	Growth Area 1	N/A	2	0	Y	2													
Barn at School Road Good Easter Chelmsford	Growth Area 1	N/A	1	0	Y				1										
Awes Farm Ingatestone Road Highwood	SAD	N/A	1	0	Y									1					

Land at Phillips Farm Highwood Road Highwood Chelmsford	SAD	N/A	2	0	Y			2											
Land Adjacent Barbers Orchard Colam Lane Little Baddow Chelmsford	SAD	N/A	1	0	Y					1									
Land Adjacent Sandpit Cottage Holybread Lane Little Baddow Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Barn Little Baddow Hall Farm Church Road Little Baddow Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Barn North of Graces Farm Graces Lane Little Baddow Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Site North of Rolphs Cottages Blasford Hill Little Waltham Chelmsford	Growth Area 2	N/A	1	0	Y	1													
Land South of the Wilderness Leighs Road Little Waltham Chelmsford	Growth Area 2	N/A	1	0	Y					1									
Site at the Bungalow Belsteads Farm Lane Little Waltham Chelmsford	Growth Area 2	N/A	5	0	Y			5											
Larmar Engineering Co Ltd Main Road Margaretting Ingatestone Chelmsford	Growth Area 3	N/A	5	0	Y	5													
Land at Margaretting Hall Church Lane Margaretting Chelmsford	Growth Area 3	N/A	1	0	Y					1									
Site at Farthings Pennys Lane Margaretting Ingatestone	SAD	N/A	1	0	Y	1													
Site at the Leys Maldon Road Margaretting Ingatestone	Growth Area 3	N/A	1	0	Y	1													
Farm Office Canterburys Main Road Margaretting	Growth Area 3	N/A	1	0	Y	1													
Bearmans Farmhouse Writtle Road Margaretting Chelmsford	SAD	N/A	2	0	N	2													
Barn North of Bury Farm Bury Road Pleshey Chelmsford	SAD	N/A	3	0	Y					3									
Land at Holly Tree Farm Burnham Road Battlesbridge Wickford	Growth Area 3	N/A	1	0	Y			1											
Land at Whitegates Woodham Road Rettendon Chelmsford	Growth Area 3	N/A	3	0	Y					3									
Site at High House Farm Woodham Road Rettendon Chelmsford	Growth Area 3	N/A	2	0	Y			2											
Hunters Lodge Chalk Street Rettendon Common	Growth Area 3	N/A	1	0	Y	1													
4 The Old Nursery Rettendon Wickford	Growth Area 3	N/A	1	0	Y	1													
Pooty Pools Farm Radley Green Road Roxwell	SAD	N/A	3	0	Y									2					
Barn at Skreens Park Road Roxwell Chelmsford	SAD	N/A	1	0	Y			1											
Site at The Oaks Runwell Chase Runwell Chelmsford	Growth Area 3	N/A	1	0	Y	1													
Car Sales Highover Cottage Runwell Road Runwell Chelmsford	Growth Area 3	N/A	1	0	Y					1									
Land West of Hedge Grove Meadow Lane Runwell	Growth Area 3	N/A	1	0	Y			1											
Land Adjacent Brick Cottages Runwell Road Runwell Wickford	Growth Area 3	N/A	1	0	Y	1													
Land Adjacent 2 Brick Cottages Runwell Road Runwell Wickford	Growth Area 3	N/A	1	0	Y			1											

## C - Development Trajectories

The Laurels 130 Church End Lane Runwell Wickford	Growth Area 3	N/A	2	0	Y			2											
Land South of 8 Canewdon Gardens Runwell Wickford	Growth Area 3	N/A	1	0	Y	1													
Site at the Mount Meadow Lane Runwell Wickford	Growth Area 3	N/A	1	0	Y			1											
Land South of 132 Brock Hill South Hanningfield Wickford	SAD	N/A	1	0	Y	1													
The Barn Timbering East Hanningfield Road Sandon	Growth Area 1	N/A	1	0	Y	1													
Barns at Mill Hill Farm East Hanningfield Road Sandon	SAD	N/A	1	0	Y			1											
Kaeden Place Blind Lane Sandon Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Chamberlains Farm Sporhams Lane Sandon	SAD	N/A	4	0	N			4											
Site at Wild Oaks East Hanningfield Road Sandon	Growth Area 1	N/A	1	0	Y				1										
Ambleside Park Lane Ramsden Heath Billericay	SAD	N/A	1	0	Y			1											
Land Rear of 9 School Road Downham Billericay	Growth Area 3	N/A	1	0	Y	1													
Outbuildings at Whitedown South Hanningfield Road South Hanningfield	SAD	N/A	1	0	Y	1													
Land at Nightingale Lodge, Brock Hill South Hanningfield	SAD	N/A	2	0	N	1													
Site at Park Lane Riding School Park Lane Ramsden Heath	SAD	N/A	6	0	Y	6													
20 Church Road Ramsden Heath	SAD	N/A	1	0	Y								1						
Stables Tylde Hall Farm Heath Road Ramsden Heath Chelmsford	Growth Area 3	N/A	2	0	Y				2										
Agricultural Building at Park Lodge Ramsden Heath	Growth Area 3	N/A	1	0	Y	1													
Livery Yard Lodge Farm Heath Road Ramsden Heath	Growth Area 3	N/A	5	0	Y			5											
Land at 121 Downham Road Downham	SAD	N/A	1	0	Y	1													
Site at 25 Mountbatten Way Springfield Chelmsford	Growth Area 1	N/A	1	0	Y	1													
Land East of 48 Mayne Crest Springfield Chelmsford	Growth Area 1	N/A	1	0	Y			1											
Land Adjacent 77 Rushleydale Springfield Chelmsford	SAD	N/A	1	0	Y	1													
Windmill Pasture Little Waltham Road Springfield Chelmsford	SAD	N/A	1	0	Y	1													
Land North of 95 Brook End Road South Springfield Chelmsford	Growth Area 1	N/A	1	0	Y	1													
110 Mill Road Stock Chelmsford	Growth Area 3	N/A	1	0	Y	1													
Site at 9 The Paddock Stock Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Land Rear of 4 The Lindens Stock Chelmsford	Growth Area 3	N/A	1	0	Y	1													
Land Rear of 3 The Lindens Stock Chelmsford	Growth Area 3	N/A	1	0	Y				1										
Site at Ashridge Stock Road Stock Chelmsford	Growth Area 3	N/A	4	0	Y	4													
Agricultural Building at Farrows Farm Stock Road Stock Chelmsford	Growth Area 3	N/A	3	0	Y			3											
Aircraft Hangar 1 Brock Farm Ingatestone Road Stock	Growth Area 3	N/A	1	0	Y	1													
Site at 6 Well Lane Stock Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Land East of 106 Mill Road Stock Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Land and Buildings South of Heathfield Dowsett Lane Stock Chelmsford	SAD	N/A	1	0	Y	1													

Site at Church Green Cottage and Lammas Cottage High Street Stock Chelmsford	SAD	N/A	2	0	Y	2													
Land South West of Five Houses Common Lane Stock Chelmsford	Growth Area 3	N/A	1	0	Y	1													
Brock Farm Ingatestone Road Stock Ingatestone	SAD	N/A	4	0	Y	4													
Barn South West of Dowsett Farm Dowsett Lane Ramsden Heath Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Flat 6 Guild Way South Woodham Ferrers	SAD	N/A	1	0	Y	1													
Site at 7 and 9 Trinity Square South Woodham Ferrers Chelmsford	Growth Area 3	N	1	0	Y			1											
Land at 19 Albert Road South Woodham Ferrers Chelmsford	SAD	N/A	1	0	Y	1													
Land North Of Communication Station At Bushy Hill Edwins Hall Road Woodham Ferrers Chelmsford	Growth Area 3	N/A	1	0	Y					1									
Land at 210 Hullbridge Road South Woodham Ferrers Chelmsford	Growth Area 3	N/A	3	0	Y					3									
171 Hullbridge Road South Woodham Ferrers Chelmsford	Growth Area 3	N/A	7	0	Y	7													
46 Hullbridge Road South Woodham Ferrers Chelmsford	Growth Area 3	N/A	3	0	Y					3									
Site at South Woodham Garage Old Wickford Road South Woodham Ferrers Chelmsford	Growth Area 3	N/A	6	0	Y					6									
Kharis Cottage Bakers Lane West Hanningfield Chelmsford	Growth Area 3	N/A	1	0	Y	1													
Land at Summerseat Church Road West Hanningfield Chelmsford	SAD	N/A	1	0	Y	1													
Land South of Brookfield Main Road Bicknacre Chelmsford	SAD	N/A	1	0	Y			1											
Site at West View Main Road Bicknacre Chelmsford	Growth Area 3	N/A	1	0	Y	1													
Tally Ho Main Road Bicknacre Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Outbuildings at the Barn White Elm Road Bicknacre Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Ridings White Elm Road Bicknacre Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Priory Corner Garage Priory Road Bicknacre Chelmsford	Growth Area 3	N/A	9	0	Y	9													
Agricultural Building at Oak Lodge Farm Leighams Road Bicknacre	Growth Area 3	N/A	1	0	Y			1											
Land Adjacent Carlyon Cottage Main Road Woodham Ferrers	Growth Area 3	N/A	1	0	Y					1									
Land South of Tower Farm Main Road Woodham Ferrers Chelmsford	Growth Area 3	N/A	1	0	Y			1											
Stable Bankside Main Road Woodham Ferrers Chelmsford	Growth Area 3	N/A	1	0	Y	1													
Site at Wantz Cottage Crows Lane Woodham Ferrers	SAD	N/A	1	0	Y			1											
Land South West of Broadacres Lodge Road Bicknacre Chelmsford	Growth Area 3	N/A	6	0	Y	6													
Spice Restaurant The Street Woodham Ferrers Chelmsford	Growth Area 3	N/A	1	0	Y	1													
Oak House Bicknacre Road Danbury Chelmsford	Growth Area 3	N/A	8	0	Y			8											

## C - Development Trajectories

Site at 2 Tower Road Writtle Chelmsford	SAD	N/A	1	0	Y	1														
Grove House Ongar Road Writtle Chelmsford	Growth Area 1	N/A	1	0	Y			1												
Land East of 1 Purcell Cole Writtle	Growth Area 1	N/A	1	0	Y	1														
Barn South of 240 Ongar Road Writtle Chelmsford	Growth Area 1	N/A	1	0	Y			1												
Land Adjacent 275 Ongar Road Writtle Chelmsford	Growth Area 1	N/A	1	0	Y			1												
Site at Oak Lodge 275 Ongar Road Writtle	Growth Area 1	N/A	2	0	Y	2														
Clarendon House Veterinary Centre 24 The Green Writtle Chelmsford	Growth Area 1	N/A	1	0	Y	1														
Land East of 26 The Coverts Writtle	Growth Area 1	N/A	1	0	Y			1												
<b>SUBTOTAL</b>						<b>213</b>	<b>0</b>	<b>146</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Local Plan Sites</b>																				
<b>Growth Area 1 - Central and Urban Chelmsford</b>																				
Former Gas Works Wharf Road Chelmsford	CW1a	CFS264	450	158	N					50	10	75	35	75	50			100	55	
Lockside Navigation Road Chelmsford	CW1c	CFS262	130	46	N							32	18	52	28					
Baddow Road Car Park and Land to the East	CW1d	CFS263 CUA28	190	67	N									50	20			120		
Travis Perkins Navigation Road Chelmsford	CW1e	CAU20	75	26	Y													75		
Navigation Road sites Chelmsford	CW1f	CAU17	35	12	Y														35	
Former St Peter's College Fox Crescent	SGS1b	CFS276	185	65	N					18	5	34	20	34	20	34	20			
Riverside Ice and Leisure Land Victoria Road Chelmsford	SGS1d		150	0	N					75		75								
Civic Centre Land Fairfield Road Chelmsford	SGS1e	CUA1	100	35	N														100	
Land West of Eastwood House Glebe Road Chelmsford	SGS1f	CUA1	197	36	N					161	36									
Ashby House Car Parks New Street Chelmsford	GS1h	CUA8	80	28	Y														80	
Chelmsford Social Club	GS1g	CUA16	29	0	Y													29		
Rectory Lane Car Park West Rectory Lane Chelmsford	GS1i		75	26	N													75		
Former Chelmsford Electrical and Car Wash Brook Street	GS1k	CUA9	40	14	Y							26	14							
BT Telephone Exchange Cottage Place Chelmsford	GS1l	CUA11	30	11	Y														30	
Rectory Lane Car Park East Rectory Lane Chelmsford	GS1m		23	23	Y				23											
Waterhouse Lane Depot and Nursery Chelmsford	GS1n	CFS266	20	7	Y													20		
Site at Play Area Woodhall Road Chelmsford	GS1o	CFS252	12	12	Y		12													
British Legion New London Road Chelmsford	GS1p	CUA40	15	5	Y													15		
Land rear Of 17-37 Beach's Drive Chelmsford	GS1q		18	7	Y					8	5	3	2							
Garage Site St Nazaire Road Chelmsford	GS1r	CFS256	12	5	Y													12		
Garage Site and Land Medway Close Chelmsford	GS1s	CFS257	6	6	N				6											
Car Park R/O Bellamy Court Broomfield Road Chelmsford	GS1t	CUA32	10	0	Y													10		
Rivermead Bishop Hall Lane Chelmsford	GS1u	CUA3	136	0	N	136														
Meadows Shopping Centre and Meadows Surface Car Park	SGS1w	21SHELAA71	350	123	N													350		
Former Kay-Metzeler premises, Brook Street	SGS1x	21SHELAA18	185	65	N													185		
Land between Hoffmans Way and Brook Street (Marriages Mill)	SGS1y	18SLAA16	100	35	N														100	

Granary Car Park	GS1z	21SHELAA63	60	21	Y													60			
Coval Lane Car Park	GS1aa	22SHELAA24	40	14	Y														40		
Glebe Road Car Park	GS1bb	22SHELAA23	12	12	Y					12											
Land Surrounding Telephone Exchange Ongar Road Writtle	GS5		25	9	Y														25		
West Chelmsford	SGS2	MON/00165/14	880	308	N			25	12	78	42	78	42	78	42	78	42	363			
East of Chelmsford - Manor Farm	SGS3a	MON/00208/14	360	126	N			32	18	32	18	32	18	32	18	32	18	110			
East of Chelmsford - Land South and North of Maldon Road	SGS3c and SGS3d	MON/00100/14 (part of)	174	61	N					32	18	33	18	39	25	9					
Land north of Galleywood Reservoir Beehive Lane Galleywood	GS4	CFS260	24	9	Y							15	9								
<b>SUBTOTAL</b>						136	12	57	59	454	146	403	176	360	203	153	80	1524	465	0	0
<b>Growth Area 2 - North Chelmsford</b>																					
Chelmsford Garden Community Zone 1 Pratts Farm Lane Little Waltham Chelmsford	SGS6	MON/00139/14 (part) MON/00094/14 (part) + subsequent masterplan submission	1500	525	N			30	20	65	35	65	35	65	35	100	50	750	250		
Chelmsford Garden Community Zone 2	SGS6	MON/00139/14 (part) MON/00094/14 (part) + subsequent masterplan submission	3500	1225	N					30	10	40	30	40	30	110	70	1500	1640		
Chelmsford Garden Community Zone 3 Beaulieu Parkway Chelmsford	SGS6	MON/00139/14 (part) MON/00094/14 (part) + subsequent masterplan submission	1250	438	N					50	25	220	180	200	120	100	55	300			
Great Leighs - Land at Moulsham Hall	SGS7a	MON/00204/14 (part)	750	263	N					30	20	30	20	60	40	60	40	450			
Great Leighs - Land East of London Road	SGS7b	MON/00204/14 (part)	190	0	N					48	12	48	12	52	18						
Great Leighs - Land North and South of Banters Lane	SGS7c	MON/00025/15 MON/00016/15 MON/00019/14	100	35	N					30	20	35	15								
North of Broomfield	SGS8	MON/00181/14 (part) MON/00001/15 MON/001845/14 MON/00036/14	512	180	N			30	20	30	20	30	20	60	40	60	40	162			

C - Development Trajectories

Land west of Back Lane, Ford End	GS14a	CFS93 (part)	20	7	Y													20				
Land south of Ford End Primary School, Ford End	GS14b	CFS216 / 21SHELAA49 / 21SHELAA49 (part)	20	7	Y													20				
<b>SUBTOTAL</b>						0	0	60	40	283	142	468	312	477	283	430	255	3202	1890	0	0	
<b>Growth Area 3 - South and East Chelmsford</b>																						
Land North West of Hamberts Farm Bunham Road South Woodham Ferrers Chelmsford	SGS10	MON/00282/14 (part), MON/00023/15 (part), MON/00167/14, MON/00280/14 (part), MON/00088/14	1020	357	N								20	10	60	40	100	80	710			
Land North of South Woodham Ferrers Burnham Road South Woodham Ferrers Chelmsford	SGS10	MON/00282/14 (part), MON/00023/15 (part), MON/00167/14, MON/00280/14 (part), MON/00088/14	200	70						36		40	25	40	35				24			
South of Bicknacre	GS11a	MON/00060/14	42	15	N	27	15															
St Giles Moor Hall Lane	GS12	MON/00043/15	32	12	N														32			
Danbury	SGS13		100	35															50	50		
East Chelmsford Garden Community (Hammonds Farm)	SGS16a	CFS83 / 15SHELAA49 / 21SHELAA49	4500	1575	N														1350	1180	470	1,500
Land at Kingsgate, Bicknacre	GS11b	21SHELAA49 (part)	20	7	Y														20			
Land west of Barbrook Way, Bicknacre	GS11c	21SHELAA75 (part)	20	7	Y														20			
Land north of Abbey Fields, East Hanningfield	GS17a	CFS68 (part)	15	6	Y														15			
Land east of Highfields Mead, East Hanningfield	GS17b	15SLAA2 (part)	20	7	Y														20			
<b>SUBTOTAL</b>						27	15	0	0	36	0	60	35	100	75	100	80	2241	1230	470	1500	
Windfall Allowance												73		166		82		440	500	200	200	
<b>TOTAL</b>						1054	224	761	251	1117	314	1324	572	1264	605	960	415	8129	4085	670	1700	
						1278		1012		1431		1896		1869		1375						
<b>5 YEAR TOTAL UNITS</b>						<b>7486</b>																

Of which AH units	1966
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Total Number of small Sites	Total Number of dwellings approved on small sites
230	1796

Number of small sites which are windfall	Total Number of dwellings approved on small sites which are windfall
117	828

Residual Permissions	891	197	644	152	344	26	320	49	161	44	195	0	722	0	0	0
	1088		796		370		369		205		195		722	0	0	0
	2828											917				0
3745																

Local Plan Allocations (new and adopted)	163	27	117	99	773	288	931	523	937	561	683	415	6967	3585	470	1500
	190		216		1061		1454		1498		1098		6967	3585	470	1500
	4419											12120				1500
16539																1500



Review of Local Plan - Gypsy and Travellers Pitches Trajectory 2022 - 2041

	Net new Gypsy & Traveller Pitches	SLAA/UCS Reference	Site Policy Reference	2022/23	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28	Year 6 2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
<b>Growth Area 1 - Central and Urban Chelmsford</b>																	
<b>Strategic Sites</b>																	
<b>Growth Area 1 TOTAL</b>																	
	0			0	0	0	0	0	0	0			0			0	0
<b>Growth Area 2 - North Chelmsford</b>																	
<b>Strategic Sites</b>																	
North East Chelmsford - Chelmsford Garden Community	10	MON/00139/14 (part), MON/00094/14 (part) + subsequent masterplan submission	SGS6														10
<b>SUB-TOTAL</b>	<b>10</b>			0	0	0	0	0	0	0			0				10
<b>Completed</b>																	
Drakes Lane	9		GT1	9													
<b>Completed SUB-TOTAL</b>	<b>9</b>			9													
<b>Growth Area 2 TOTAL</b>	<b>19</b>			9	0	0	0	0	0	0			0				10
<b>Growth Area 3 - South and East Chelmsford</b>																	
<b>Strategic Sites</b>																	
East Chelmsford Garden Community (Hammonds Farm)	20	CFS83 / 19SHELAAamend5 / 21SHELAAamend37	SGS16a													10	10
<b>Growth Area 3 TOTAL</b>	<b>20</b>			0	0	0	0	0	0	0			10				10
<b>TOTALS</b>	<b>39</b>			9	0	0	0	0	0	0			10				20

C - Development Trajectories

Review of Local Plan - Travelling Showpeople Plots Trajectory 2022 - 2041

	Net new Travelling Showpeople Plots	SLAA/UCS Reference	Site Policy Reference	2022/23	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28	Year 6 2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
<b>Growth Area 1 - Central and Urban Chelmsford</b>																	
<b>Strategic Sites</b>																	
West Chelmsford	5	MON/00165/14	SGS2						5								
<b>Growth Area 1 TOTAL</b>																	
	5			0	0	0	0	0	5	0			0				0
<b>Growth Area 2 - North Chelmsford</b>																	
<b>Strategic Sites</b>																	
North East Chelmsford - Chelmsford Garden Community	10	MON/00139/14 (part), MON/00094/14 (part) + subsequent masterplan submission	SGS6											10			
Great Leighs - Land at Mouisham Hall	5	MON/00204/14 (part)	SGS7a						5								
<b>Growth Area 2 TOTAL</b>																	
	15			0	0	0	0	0	5	0			10				0
<b>Growth Area 3 - South and East Chelmsford</b>																	
<b>Strategic Sites</b>																	
North of South Woodham Ferrers	5	MON/00282/14 (part), MON 00023/15 (part), MON/00167/14, MON/00280/14 (part), MON00088/14	SGS10						5								
<b>Growth Area 3 TOTAL</b>																	
	5			0	0	0	0	0	5	0			0				0
<b>TOTALS</b>																	
	25			0	0	0	0	0	15	0			10				0

**Active Travel** - Making journeys in physically active ways - like walking, wheeling (using a wheelchair or mobility aid), cycling, or scooting.

**Affordable Housing** - Includes social rented, affordable rented and intermediate housing which is provided to specific eligible households whose housing needs are not met by the market housing on offer.

**Air Quality Management Areas (AQMAs)** - Designated by a local authority because they are not likely to achieve national air quality objectives by the relevant deadlines.

**Authority Monitoring Report (AMR)** - Monitors the production of the Council's Local Plan Documents against the Local Development Scheme (LDS) as well as the performance and effectiveness of the Council's planning policies in delivering the key objectives of the Local Plan.

**Biodiversity Net Gain (BNG)** - Used to improve a site's biodiversity value. Most planning applications for development will be required to ensure a minimum 10% increase in biodiversity compared to prior to the development.

**Brownfield Land** - Land which is or has been previously developed e.g. a redundant factory, as opposed to greenfield land which has never been developed.

**Buildings of Local Value** - A Register of buildings, structures, features and gardens of local interest kept by a Local Planning Authority. None of these are designated heritage assets but their local historic and architectural value is recognised.

**Chelmsford Urban Area** - The main built-up part of Chelmsford, including the areas of Great Baddow and Springfield.

**Communities** - A group of people living in the same place or having a particular characteristic in common.

**Community Infrastructure Levy (CIL)** - A payment that is made to the Council by developers when development commences. The payment is used to fund infrastructure that is needed to serve development in the area. This can include new transport schemes, community facilities, schools, and green spaces.

**Community Facilities/Assets** - These include but are not limited to local shops, meeting places and community centres, sports venues, arts and cultural buildings, public houses, and places of worship.

**Comparison Goods** - Non-food items such as clothing, footwear, electrical and household items. Shopping for comparison goods is usually undertaken less frequently than convenience (food) shopping.

**Conservation Areas** - Designated by the Council for their special architectural and historic interest.

**Convenience Goods** - Food and other day-to-day items. This type of shopping is usually undertaken fairly regularly.

**Defined Settlement Boundaries (DSB)** - These show the extent of villages across Chelmsford. They are a recognised policy tool used to contain a settlement and protect it from unplanned extension into the countryside. Within a settlement boundary, the principle of development is usually more acceptable, whereas development is more strictly controlled in the countryside outside the settlement boundary.

**Deliverability** - Factors and issues which affect the ability of development proposals to proceed as planned.

**Designated Heritage Asset** - A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Duty to Co-operate** - A legal duty that requires Local Planning Authorities and other prescribed public bodies to "engage constructively, actively and on an ongoing basis" to develop strategic policies. It is a statutory test and a key issue when assessing the soundness of Local Plans.

**Employment Land Review (ELR)** - Prepared to update the Council's understanding of the future needs for employment land across the City Council's administrative area, so that future Local Plan policies can be responsive to market change, key growth sectors and where appropriate ensure that employment land and premises are protected as appropriate

**Evidence Base** - A range of information to help the preparation of the Local Plan. These include background studies, research, surveys and feedback documents.

**First Homes** - A specific type of discounted market sale housing which national planning policy states should account for a minimum 25% of affordable housing secured through planning obligations.

**Five-Year Housing Land Supply** - Ensuring that enough homes are provided and identify enough land to maintain a steady supply of housing over the plan period. This is commonly called maintaining a Five-Year Housing Land Supply.

**Future Homes Standards** - A set of standards that will complement the Building Regulations to ensure new homes built from 2025 will produce 75-80% less carbon emissions than homes delivered under current regulations. Existing homes and certain home improvements will also be subject to higher standards.

**Garden Community/Garden City Principles** - Sites based around high standards of design and multifunctional green infrastructure, walkable neighbourhoods, integrated and sustainable transport systems with local employment, shopping and recreation facilities and delivered through a partnership approach, involving the local community and with a clear vision.

The Garden City principles are an indivisible and interlocking framework for delivery, and include:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.

- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- 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.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

The TCPA has produced an extensive set of policy and practical resources on Garden Cities, which can be found at [www.tcpa.org.uk/areas-of-work/garden-cities-and-new-towns/](http://www.tcpa.org.uk/areas-of-work/garden-cities-and-new-towns/)

**Green Belt** - A national planning policy designation to stop the uncontrolled growth of large cities and towns. The Green Belt can include both greenfield and brownfield sites in areas with both good and poor landscape value.

**Green Infrastructure (GI)** - A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. GI includes parks, open spaces, playing fields, woodlands, street trees, allotments and private gardens.

**Greenfield Sites** - Land that has not been previously developed. In the main, greenfield sites are outside existing built-up areas, but areas such as open spaces and residential gardens in built-up areas are considered greenfield regardless of where they are located.

**Green Wedge** - Land that the Council has designated as being important for nature conservation, recreation and access and can be either within or outside of the Green Belt. It follows the river valleys of River Can, Chelmer and Wid.

**Growth Sites** - Smaller sites to accommodate less than 100 houses.

**Habitat Regulations Assessment (HRA)** - An assessment as to whether the new Local Plan will adversely affect any designated European Habitat sites. This is incorporated in the Integrated Impact Assessment.

**Health Impact Assessment (HIA)** - Used to evaluate the potential health impacts of a plan, policy or new development, to maximise the positive impacts and minimise negative impacts to the physical and mental health of the local community.

**Heritage Asset** - A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

**House in Multiple Occupation (HMO)** - A property rented out by at least three people who are not from one 'household' (e.g. a family) but share facilities like the bathroom and kitchen.

## D - Glossary

**Infrastructure** - Any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively): footways, cycleways and highways, public transport, drainage, SuDs and flood protection, waste recycling facilities, education and childcare, healthcare, sports, leisure and recreation facilities, community and social facilities, cultural facilities, including public art, emergency services, green infrastructure, open space, affordable housing, live/work units and lifetime homes, broadband and facilities for specific sections of the community such as youth or the elderly.

**Infrastructure Delivery Plan (IDP)** - Part of the evidence base for the Local Plan. It assesses the infrastructure capacity and needs of Chelmsford and provides an overview of the way infrastructure is planned and the agencies involved in its delivery. It also looks at costs and likely funding mechanisms for infrastructure. It forms the basis for assessing contributions that would be sought to meet the needs of new development.

**Integrated Impact Assessment (IIA)** - A combined assessment of the sustainability, habitats, health and equality performance of the review plan.

**Key Service Settlements** - A group of larger settlements which provide a range of key services such as primary school, local employment opportunities, convenience shopping facilities, community facilities and good links by public transport to key destinations.

**Landscape Character Assessment** - Describes the main types of landscape in an area and gives advice about the management and planning of the landscape.

**Large Scale Sites** - Residential development of 50 or more units and non-residential development in excess of 1,000 square metres.

**Listed Building** - A building is listed, on the National Heritage List for England, when it is of special architectural or historic interest considered to be of national importance and therefore worth protecting.

**Local Cycling and Walking Infrastructure Plan (LCWIP)** - A strategic approach to identifying cycling and walking improvements required at the local level. The plans are produced by Essex County Council working closely with the borough/city/district councils to deliver the plans.

**Local Development Scheme (LDS)** - A project plan and timetable for the preparation of the Local Development Framework or Local Plan. It can be updated and amended as necessary by the City Council.

**Local Nature Recovery Strategies** - An England-wide system of locally developed spatial strategies that will establish priorities and map proposals for specific actions to reverse nature's decline and provide wider environmental benefits.

**Local Plan** - A comprehensive document outlining the long-term vision for Chelmsford, identifying locations for delivering housing and other strategic development needs such as employment, retail, leisure, community and transport development.

**Local Wildlife Sites (LOWS)** - conservation designation identifying the most important wildlife habitats in the County.

**Market Housing** - Includes private rented housing and sale where prices are set in the open market.

**Minerals Safeguarding Area** - An area of land overlying or in the immediate vicinity of mineral resource that is defined on a map and is recognised through policy as an area that needs consideration if a non-mineral development is submitted for determination.

**National Planning Policy Framework (NPPF)** - Sets out the Government's national planning requirements, policies and objectives. It replaces much of the national advice previously contained within Planning Policy Statements, Planning Policy Guidance and Circulars. The NPPF is a material consideration in the preparation of Local Development Documents and when considering planning applications.

**National Planning Practice Guidance (PPG)** - Additional Government planning policy guidance containing over 40 categories including Local Plans, Neighbourhood Planning and Duty to Co-operate.

**Neighbourhood Centres** - An area which contains community services and facilities which can include, but are not limited to, small shopping parades, educational and healthcare facilities, places of worship, and civic and green spaces.

**Net Zero Carbon** - Developments that are net zero carbon achieve a balance between the carbon that is released into the atmosphere and the carbon that is removed. This will be achieved by minimising energy demand and meeting any residual demand e.g. by on-site renewable energy generation.

**Non-Designated Heritage Asset** - Buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not statutorily recognised (i.e. they are not listed, not within a Conservation Area and not part of a Scheduled Monument).

**Operational Carbon Emissions** - These are the emissions associated with the energy used to run a building such as for heating, cooking, hot water generation, lighting and the use of appliances.

**Phasing** - The timing for which an area of development will come forward and be built.

**Policies Map** - An Ordnance Survey based map showing where policies and designations within the Local Plan apply.

**Public Realm** - Any publicly-owned streets, pathways, rights of way, parks, publicly accessible open spaces and any public and civic building and facilities. The quality of our public realm is vital if we are to be successful in creating environments that people want to live, work and study in.

**Recreational Disturbance Avoidance and Mitigation Strategy (RAMS)** - A strategy and partnership in Essex which sets out a long-term strategic approach to lessen the impact of local housing development on protected birds along the Essex coast.

**Retail Capacity Study** - Informs preparation of the review Local Plan by providing up-to-date, objective assessments of retail and leisure development needs in the Council area and considering possible strategic policy responses to any prevalent or emerging issues.

**Registered Parks and Gardens** - A designated heritage asset.

**Rural Exception Sites** - Small sites used for affordable housing in perpetuity where sites would not normally be used for housing, to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.

**Scheduled Monument** - An historic building or site that is included in the Schedule of Monuments kept by the Secretary of State.

**Self-build and Custom Housebuilding** - The building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals.

**Service Settlements** - A category of settlements which have more limited services than Key Service Settlements. They typically have primary schools, but do not have the range of other services and facilities that are found at the Key Service Settlements.

**Sites of Special Scientific Interest (SSSIs)** - A conservation designation denoting a protected area in the United Kingdom.

**Small Settlements** - The smallest category of settlements in the City Council's administrative area which have relatively limited services and facilities.

**South Woodham Ferrers Urban Area** - The main built-up part of South Woodham Ferrers.

**Spatial Principles** - These set out how the Local Plan will achieve its vision for the future growth and change of Chelmsford. Spatial principles will manage and accommodate this growth by outlining how supporting infrastructure will be secured and ensuring that growth is focused in the most sustainable locations.

**Spatial Strategy** - It sets out the amount and location of new development, and how places will change and be shaped throughout the Plan period and beyond.

**Special Policy Areas** - Designation enables the operational and functional requirements of the large facilities and institutions outside of built-up areas to be planned in a strategic and phased manner.

**Standard Methodology** - The national standard method uses a formula to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply. The standard method identifies a minimum annual housing need figure.

**Strategic Access Management and Mitigation Strategy (SAMMS)** - A strategy and partnership in Essex and Hertfordshire which sets out a long strategic approach to lessen the impact of local housing development on Hatfield Forest Site of Special Scientific Interest and National Nature Reserve.

**Strategic Flood Risk Assessment (SFRA)** - Provides an overview of flood risk from all sources within a defined area and provides general guidance on flood risk and issues associated with flooding for the area being studied.

**Strategic Growth Sites** - Large sites to accommodate 100 or more houses.

**Strategic Housing Needs Assessment (SHNA)** - Sets out estimates of Chelmsford's current and future housing requirements including the number of new homes needed by tenure and type, and the housing requirements of important sub-groups of the population.

**Strategic Housing and Employment Land Availability Assessment (SHELAA)** - A technical assessment of sites, land and buildings that may have the potential for future development (housing, employment, community etc.). The SHELAA does not allocate new development as this is a matter for the City Council to decide through the Local Plan and/or through the planning application process.

**Strategic Priorities** - The key priorities that the Local Plan is based on. These priorities set the overall policy direction for all the strategic policies, site allocations and development management policies in the Local Plan.

**Supplementary Planning Documents (SPDs)** - Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are a material consideration in planning decisions but are not part of the development plan.

**Sui Generis** - Planning uses falling outside the standard use classes, which can include betting offices, theatres, hostels, scrap yards, petrol stations, nightclubs, launderettes, casinos.

**Sustainability Appraisal/Strategic Environmental Assessment (SEA)** - Assessment of the social, economic, and environmental impacts of the policies and proposals contained within a development plan document. This is contained with the Integrated Impact Assessment.

**Sustainable Development** - Commonly defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Sustainable Drainage Systems (SuDS)** - A natural approach to managing drainage by slowing down and reducing the quantity of surface water runoff from a developed area to manage downstream flood risk and reducing the risk of the runoff causing flooding.

**Sustainable Transport/Travel** - Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

**Use Classes** - The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. Planning permission is generally required to change from one use class to another, although there are some exceptions.

**Vision** - Aspirations for what the new Local Plan could achieve or accomplish in the future.

**Walkable Neighbourhoods** - Neighbourhoods and streets designed to promote the use of walking, cycling and sustainable transport. These places are planned to reduce the need to travel and include a mix of uses, green spaces and facilities to support the new development.

**Windfall Sites** - Sites not specifically identified in the Local Plan.



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Please call 01245 606330

Spatial Planning Services  
Directorate for Sustainable Communities  
Chelmsford City Council  
Civic Centre  
Duke Street  
Chelmsford  
Essex  
CM1 1JE

Telephone 01245 606330  
[planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)  
[www.chelmsford.gov.uk](http://www.chelmsford.gov.uk)

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Chelmsford City Council

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# REVIEW OF THE ADOPTED CHELMSFORD LOCAL PLAN - PREFERRED OPTIONS

Integrated Impact Assessment





Chelmsford City Council

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# **REVIEW OF THE ADOPTED CHELMSFORD LOCAL PLAN - PREFERRED OPTIONS**

Integrated Impact Assessment

**PROJECT NO. 62280321**

**DATE: MARCH 2024**



Chelmsford City Council

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# REVIEW OF THE ADOPTED CHELMSFORD LOCAL PLAN - PREFERRED OPTIONS

## Integrated Impact Assessment

WSP

Level 2

100 Wharfside Street

Birmingham

B1 1RT

Phone: +44 121 352 4700

[WSP.com](http://WSP.com)

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## **APPENDICES**

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[Appendix B – Consultation Responses](#)

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[Appendix D – Settlement Character](#)

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[Appendix F – Appraisal of Development Requirements, Spatial Strategy \(including Reasons for the Rejection of Alternatives\)](#)

[Appendix G – Appraisal of Proposed Site Allocations \(including Reasons for the Rejection of Alternatives\)](#)

[Appendix H – Appraisal of Strategic and Development Management Policies](#)

[Appendix I – Equalities Impact Assessment](#)

[Appendix J – Health Impact Assessment](#)

[Appendix K – Appraisal of Alternative Spatial Approaches](#)

[Appendix L – Habitats Regulations Assessment](#)

# NON-TECHNICAL SUMMARY

This Non-Technical Summary (NTS) provides an overview of the Integrated Impact Assessment (IIA) of the Chelmsford Review of the Adopted Local Plan Preferred Options Consultation Document (the Preferred Options Consultation Document). The IIA is being carried out on behalf of Chelmsford City Council (the Council) by WSP UK Ltd to help integrate sustainable development, health and equalities issues into the emerging Review of the Adopted Local Plan. The following sections of this NTS:

- provide an overview of the review of the adopted Chelmsford Local Plan and the Preferred Options Consultation Document;
- describe the approach to undertaking the IIA of the Preferred Options Consultation Document;
- summarise the findings of the IIA of the Preferred Options Consultation Document; and
- set out the next steps in the IIA of the Review of the Adopted Local Plan.

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## REVIEW OF THE ADOPTED LOCAL PLAN PREFERRED OPTIONS CONSULTATION DOCUMENT

The Review of the Adopted Local Plan will set out how much new development will be accommodated in Chelmsford City Council's Administrative Area to 2041 and where this growth will be located. It will also contain planning policies and land allocations. For brevity, the term 'the City Area' is used throughout this document to describe the Council's administrative area.

The Preferred Options Consultation Document follows the Issues and Options Consultation undertaken in 2022 and sets out the planning issues that face Chelmsford over the next 15 years and approaches for the way they could be addressed. The key elements of the document include:

- Strategic Priorities, guiding the approach to the Local Plan
- Strategic Policies, setting out the detail of how the Strategic Priorities will be achieved;
- Housing Target Projections (approaches relating to how many houses should be built up to 2041);
- Employment Target Projections (relating to how many jobs should be supported up to 2041); and
- Spatial Approaches to accommodating the proposed development.

**Further information about the preparation of the Review of the Adopted Local Plan and the Preferred Options Consultation Document is set out in Section 1.3 and Section 1.4 of the IIA Report and is available via the Council's website at: [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review)**

## WHAT IS INTEGRATED IMPACT ASSESSMENT?

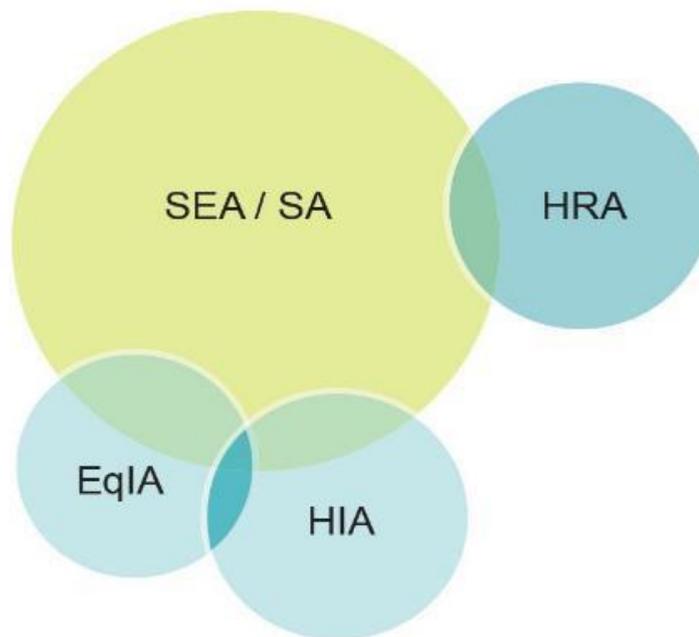
The IIA brings together into a single framework four different strands of assessment, Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA) and Habitats Regulations Assessment (HRA) (Figure NTS1), in order to assess the socio-economic and environmental effects of the Local Plan.

The subsequent appraisal of the Local Plan is an iterative process involving the appraisal and refinement of the Local Plan with the findings published as part of the Issues and Options Consultation Document, Preferred Options Consultation and Draft Local Plan.

The first stage of the IIA process involved consultation on a Scoping Report. The Scoping Report set out the proposed approach to the assessment of the Review of the Adopted Local Plan and was subject to consultation that ran from Thursday 14<sup>th</sup> April until Friday 20<sup>th</sup> May 2022. The Scoping Report is available to view on the Council's website at: <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/local-plan-review-2022/>.

The Issues and Options stage of the Review of the Adopted Local Plan was subject to consultation from Thursday 11<sup>th</sup> August 2022 for ten weeks until Thursday 20<sup>th</sup> October 2022. The document was accompanied by an IIA Report. The documents are available to view on the Council's website at: <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/local-plan-review-2022/>.

**Figure NTS1 Overlaps between the different forms of assessment**



## WHAT HAS HAPPENED SO FAR?

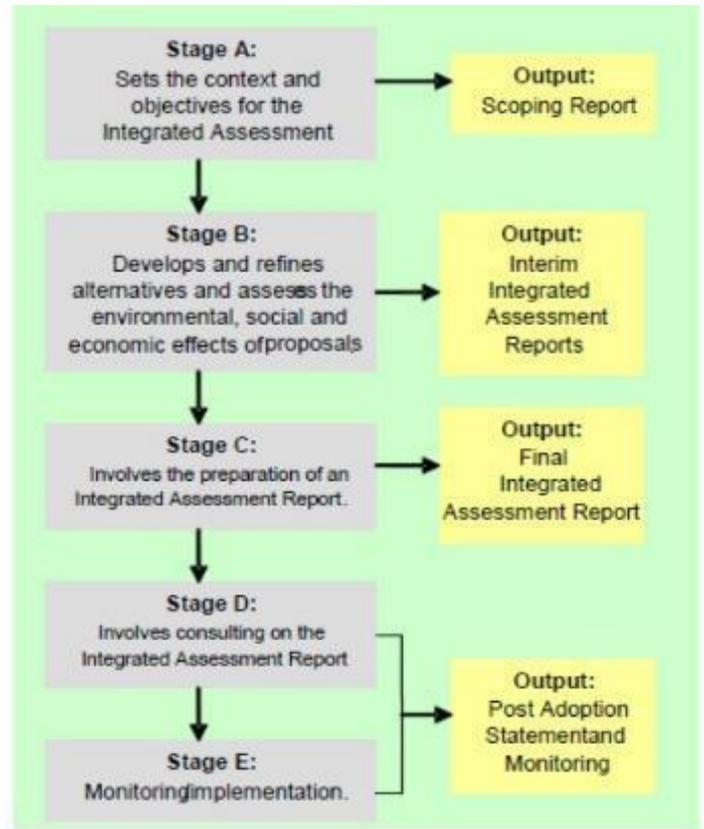
Based on the five stages of undertaking a SA/SEA, **Figure NTS2** shows the stages of producing the IIA i.e. SA/SEA, EqIA, HIA and HRA. The first stage (**Stage A**) of the IIA process involved consultation on a Scoping Report. The Scoping Report set out the proposed approach to the assessment of the Review of the Adopted Local Plan including an Assessment Framework and was subject to consultation that ran from Thursday 14<sup>th</sup> April until Friday 20<sup>th</sup> May 2022.

**Stage B** is an iterative process involving the assessment and refinement of the Local Plan with the findings to be presented in interim IIA Reports published alongside the Local Plan Issues and Options Consultation Document, Preferred Options Consultation and Pre-Submission Local Plan. The Issues and Options Report was subject to consultation from Thursday 11<sup>th</sup> August 2022 until Thursday 20<sup>th</sup> October 2022.

At **Stage C**, a Submission draft IIA Report will be prepared to accompany the Submission draft Local Plan and will be available for consultation alongside the draft Local Plan itself prior to consideration by an independent planning inspector (**Stage D**).

Following Examination in Public (EiP), the Council will issue a Post Adoption Statement as soon as reasonably practicable after the adoption of the Local Plan. During the period of the Local Plan, the Council will monitor its implementation and any significant social, economic and environmental effects (**Stage E**).

Figure NTS2 The IIA Process



## HOW HAS THE PREFERRED OPTIONS CONSULTATION DOCUMENT BEEN APPRAISED?

To support the assessment of the Local Plan, an Assessment Framework has been developed. This contains a series of sustainability objectives and guide questions that reflect both the current socio-economic and environmental issues which may affect (or be affected by) the Local Plan and the objectives contained within other plans and programmes reviewed for their relevance to the IIA and the Local Plan. The Assessment Objectives are shown in **Table NTS1**.

**Table NTS1 IIA Assessment Objectives Used to Appraise the Preferred Options Consultation Document**

1. Biodiversity and Geodiversity: To conserve and enhance biodiversity and geodiversity and promote improvements to the multifunctional green infrastructure network.
2. Housing: To meet the housing needs of the Chelmsford City Area and deliver decent homes.
3. Economy, Skills and Employment: To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.
4. Sustainable Living and Revitalisation: To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.
5. Health and Wellbeing: To improve the health and welling being of those living and working in the Chelmsford City area.
6. Transport: To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.
7. Land Use and Soils: To encourage the efficient use of land and conserve and enhance soils.
8. Water: To conserve and enhance water quality and resources.
9. Flood Risk and Coastal Erosion: To reduce the risk of flooding to people and property, taking into account the effects of climate change.
10. Air: To improve air quality.
11. Climate Change: To minimise greenhouse gas emissions and adapt to the effects of climate change.
12. Waste and Natural Resources: To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.
13. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.
14. Landscape and Townscape: To conserve and enhance landscape character and townscapes.

The Spatial Priorities have been assessed for their compatibility with the Assessment Objectives. The Housing Target Projections, Employment Projections and Spatial Approaches contained in the Preferred Options Consultation Document have been appraised using matrices to identify likely significant effects on the Assessment Objectives. A qualitative scoring system has been adopted which is set out in **Table NTS2**.

**Table NTS2 Scoring System Used in the Assessment of the Preferred Options Consultation Document**

Score	Description	Symbol
Significant Positive Effect	The approach contributes significantly to the achievement of the objective.	++
Minor Positive Effect	The approach contributes to the achievement of the objective but not significantly.	+

Score	Description	Symbol
Neutral	The approach does not have any effect on the achievement of the objective	<b>0</b>
Minor Negative Effect	The approach detracts from the achievement of the objective but not significantly.	<b>-</b>
Significant Negative Effect	The approach detracts significantly from the achievement of the objective.	<b>--</b>
No Relationship	There is no clear relationship between the approach and the achievement of the objective or the relationship is negligible.	<b>~</b>
Uncertain	The approach has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.	<b>?</b>

NB: where more than one symbol/colour is presented in a box it indicates that the assessment has identified both positive and negative effects. Where a box is coloured but also contains a '?', this indicates uncertainty over whether the effect could be a minor or significant effect although a professional judgement is expressed in the colour used. A conclusion of uncertainty arises where there is insufficient evidence for expert judgement to conclude an effect.

## LOCAL PLAN VISION AND STRATEGIC PRIORITIES

The Preferred Options Consultation Document sets out the following vision for the Review of the Adopted Local Plan:

*“Guiding Chelmsford's growth towards a greener, fairer and more connected community.”*

Nine Strategic Priorities have been developed (**Table NTS3**).

**Table NTS3 Strategic Priorities of the Review of the Adopted Local Plan**

Priorities for climate
<p><b>1. Addressing the Climate and Ecological Emergency</b></p> <ul style="list-style-type: none"> <li>Mitigate the impacts of climate change and adapt to its consequences</li> <li>Ensure new development moves towards delivering net-zero carbon emissions (energy efficiency, sustainable construction, renewable energy, infrastructure for active and sustainable travel)</li> <li>Ensure development adapts to minimise adverse impacts that create climate and ecological change, including managing flood risk and reducing carbon emissions</li> <li>Encourage tree planting and an increase in woodland expansion</li> <li>Ensure sustainable drainage systems in developments</li> </ul>
<p><b>2. Promoting smart, active travel and sustainable transport</b></p> <ul style="list-style-type: none"> <li>Promote/prioritise active travel and sustainable transport, for example in new developments creating walkable neighbourhoods, where everyday facilities such as schools, shops, workplaces, community and sports facilities, and open spaces are easily accessible by foot or cycle in 15-20 minutes</li> <li>Reduce reliance on fossil fuelled vehicles</li> <li>Support the provision of strategic and local transport infrastructure to enable a future for alternatives to fossil fuelled vehicles</li> <li>Create the conditions for active and sustainable travel locally, such as electric charging points for all new houses, accessible cycle and footpaths, multi-functional greenways, secure cycle parking, and provision of or subscription to car clubs</li> <li>Promote innovations in transport including smart technology</li> </ul>

**3. Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks**

- Plan positively for biodiversity net gain and green infrastructure including high quality green spaces
- protect and enhance local distinctiveness and plan positively for the creation, protection, enhancement and management of multi-functional green/blue infrastructure networks and habitats to ensure a net gain for biodiversity and green infrastructure in line with the Council's Green Infrastructure Strategic Plan
- Minimise the loss of the best and most versatile agricultural land to ensure future food production
- Protect/enhance the River Valleys and increase opportunities for sustainable travel
- Use high quality green infrastructure to protect, enhance and create wildlife corridors to maintain ecological connectivity when greenfield land will be lost

**Priorities for growth**

**4. Ensuring sustainable patterns of development and protecting the Green Belt**

- Plan positively to meet identified development needs and ensure that new development takes place in a sustainable way by balancing the key economic, social and environmental dimensions
- Promote development of previously developed land in Chelmsford's Urban Area
- Use the Settlement Hierarchy to identify most sustainable existing locations
- Locate development in locations that are close to existing or proposed local facilities so people can walk/cycle and be less reliant on the car
- Protect the Green Belt from inappropriate development
- Ensure accordance with the Minerals Local Plan, Waste Local Plan and South East Inshore Marine Plan

**5. Meeting the needs for new homes**

- Provide high quality new homes that meet people's needs (market, affordable, starter, supported, specialist, Gypsies and Travellers)
- Address the imbalance between the supply and need for affordable housing for rent
- Meet identified targets/needs for numbers and types of homes required to be built each year
- Maintain a good supply of homes throughout the Local Plan period

**6. Fostering growth and investment and providing new jobs**

- Ensure Chelmsford's businesses thrive, continue to innovate and can be even more productive and resilient
- Foster new economic growth and new jobs to meet forecast local needs generated by the growing population.
- Ensure a flexible rolling supply of employment land over the Local Plan period
- Support the retention of existing designated employment and rural employment areas to maintain supply and choice of employment floorspace and rural employment development opportunities, and support the growing green economy and creative sector
- Promotion of a circular economy

**Priorities for place**

**7. Creating well designed and attractive places, and promoting the health and social well-being of communities**

- Promote the health and wellbeing of communities
- Encourage healthy lifestyles and living environments for all residents for example by requiring development to contribute to creating an inclusive built and natural environment, to provide new green spaces including high quality green infrastructure and access to the countryside, sport and recreation facilities and to promote active and healthy lifestyles through the enhancement of sustainable and active travel routes
- Ensure that the integrity of communities is maintained, and social cohesion is promoted in new development
- Ensure that all new development meets the highest standards of design
- Require the use of masterplans and encourage design codes where appropriate for strategic scale developments
- Ensure new development helps provide new primary health services

<ul style="list-style-type: none"> <li>• Promote community involvement in the long-term management and stewardship of new strategic residential development</li> <li>• Encourage development to be future-proofed and as sustainable and energy efficient as possible</li> </ul>
<p><b>8. Delivering new and improved strategic and local infrastructure</b></p> <ul style="list-style-type: none"> <li>• Address city-wide infrastructure needs</li> <li>• Maximise the efficient use of existing infrastructure capacities</li> <li>• Explore opportunities for new sustainable infrastructure</li> <li>• Ensure that necessary new or upgraded local infrastructure is provided alongside new development when it is needed</li> <li>• Ensure appropriate and timely strategic infrastructure to support new development</li> </ul>
<p><b>9. Encouraging resilience in retail, leisure, commercial and cultural development</b></p> <ul style="list-style-type: none"> <li>• Promote the vitality and viability of Chelmsford City Centre, South Woodham Ferrers Town Centre and Principal Neighbourhood Centres</li> <li>• Promote a range of functions which contribute to the vibrancy of Chelmsford City Centre and maintain its position as a leading destination.</li> <li>• Enhance the retail, leisure, commercial and cultural development offer of South Woodham Ferrers Town Centre</li> <li>• Protect existing and support new/enhanced leisure, sports, arts, cultural and recreation facilities to ensure that all parts of the City Council area are vibrant and successful</li> <li>• Implementation of the Plan for Improving Rivers and Waterways in and around Chelmsford, to improve the appearance, attractiveness and recreational use of Chelmsford's rivers and waterways, and some of its ambitions have been translated into policy</li> </ul>

## FINDINGS OF THE ASSESSMENT OF THE PREFERRED OPTIONS CONSULTATION DOCUMENT

### STRATEGIC PRIORITIES

It is important that the Strategic Priorities for the Local Plan are aligned with the IIA Objectives. The Strategic Priorities have therefore been assessed for their compatibility with the objectives that comprise the IIA Framework to help establish whether the general approach to the Local Plan is in accordance with the principles of sustainability.

### ASSESSMENT

Table NTS4 presents the assessment of the compatibility between the Local Plan Strategic Priorities and the IIA Objectives.

**Table NTS4 IIA Objectives and Strategic Priorities Compatibility Matrix**

Assessment Objective	Strategic Priorities								
	1. Addressing the Climate and Ecological Emergency	2. Promoting smart, active travel and sustainable transport	3. Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks	4. Ensuring sustainable patterns of development and protecting the Green Belt	5. Meeting the needs for new homes	6. Fostering growth and investment and providing new jobs	7. Creating well designed and attractive places, and promoting the health and social well-being of communities	8. Delivering new and improved strategic and local infrastructure	9. Encouraging resilience in retail, leisure, commercial and cultural development
1. Biodiversity and Geodiversity: To conserve and enhance biodiversity and geodiversity and promote improvements to the multifunctional green infrastructure network.	+	+	+	+	?	?	+	?	0
2. Housing: To meet the housing needs of the Chelmsford City Area and deliver decent homes.	-	0	-	?	+	+	?	+	0
3. Economy, Skills and Employment: To achieve a strong and stable economy which offers rewarding and well-located employment opportunities to everyone.	-	0	-	?	0	+	?	+	+
4. Sustainable Living and Revitalisation: To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.	0	+	0	+	+	+	+	+	+
5. Health and Wellbeing: To improve the health and well-being of those living and working in the Chelmsford City area.	+	+	+	0	+	+	+	+	+
6. Transport: To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.	+	+	0	?	0	?	0	+	+
7. Land Use and Soils: To encourage the efficient use of land and conserve and enhance soils.	+	0	+	+	-	-	+	?	0
8. Water: To conserve and enhance water quality and resources.	+	0	+	+	?	0	+	?	0
9. Flood Risk: To reduce the risk of flooding to people and property, taking into account the effects of climate change.	+	0	+	+	?	0	+	?	0

Assessment Objective	Strategic Priorities								
	1. Addressing the Climate and Ecological Emergency	2. Promoting smart, active travel and sustainable transport	3. Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks	4. Ensuring sustainable patterns of development and protecting the Green Belt	5. Meeting the needs for new homes	6. Fostering growth and investment and providing new jobs	7. Creating well designed and attractive places, and promoting the health and social well-being of communities	8. Delivering new and improved strategic and local infrastructure	9. Encouraging resilience in retail, leisure, commercial and cultural development
10. Air: To improve air quality.	+	+	+	+	?	0	?	-	0
11. Climate Change: To minimise greenhouse gas emissions and adapt to the effects of climate change.	+	+	+	+	?	?	+	-	0
12. Waste and Natural Resources: To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.	+	0	0	0	-	0	?	0	0
13. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.	0	0	+	+	-	?	+	?	0
14. Landscape and Townscape: To conserve and enhance landscape character and townscapes.	+	0	+	+	-	?	+	?	0

### Key

<b>+</b>	<b>Compatible</b>	<b>?</b>	<b>Uncertain</b>	<b>0</b>	<b>Neutral</b>	<b>-</b>	<b>Incompatible</b>
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The key findings of this assessment are as follows:

- Interactions between Strategic Priorities and the IIA Objectives are predominantly compatible or neutral in character.
- Uncertainties are principally associated with Strategic Priorities 5, 6 and 8 (meeting the need for new homes, economic development and infrastructure provision), reflecting the sustainability performance of development being dependent upon its scale, location, design and proposed mitigation measures.

- Potential incompatibilities exist between housing and economic development (IIA Objectives 2 and 3 respectively) and environmental protection and enhancement (Strategic Priorities 1 and 3), reflecting the frequent need for compromises to be made between development and environmental interests.
- Similarly, potential incompatibilities between land use (IIA Objective 7) and delivering homes and investment (Strategic Priorities 5 and 6); air quality and climate change (IIA Objectives 10 and 11) and delivering infrastructure (Strategic Priority 8); and waste and resources, townscape and landscape (IIA Objectives 12, 13 and 14) and the delivery of new homes (Strategic Priority 5).

Where possible incompatibilities or uncertainties have been identified, these stand a greater chance of being resolved if development takes place in accordance with all the Strategic Priorities. As such, an incompatibility or uncertainty is not necessarily irreconcilable or insurmountable but one that may need to be considered in the development of policies that comprise the Local Plan.

## HOUSING REQUIREMENT

When taking the supply buffer into account, provision is made for 22,567 new homes in the period 2022-2041. When considering existing housing completions (822) existing sites with planning permission (3,745), existing Local Plan allocations to 2036 (12,677) and Windfall Projection to 2041 (1,461) the residual new Local Plan Allocations for the period to 2041 is 3,862 new homes.

The provisional results of the Gypsy and Traveller Accommodation Assessment (2024) suggests a total of between 36 and 77 permanent pitches for Gypsies and Travellers, and 25 permanent plots for Travelling Showpeople for the period 2023-2041

## ASSESSMENT

The Proposed Housing Requirement has been assessed against the IIA objectives, using the qualitative scoring system in **Table NTS2**. **Table NTS5** summarises the assessment.

**Table NTS5 Assessment of the Proposed Housing Allocation**

Assessment Objective	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
Housing Requirement	+/-	++	++	+/-	+/-	+/- /?	+/-	-/?	-/?	-/?	-/?	-/?	+/-	+/-

The key likely significant sustainability effects associated with the Housing Requirement relate to:

- **Housing (Objective 2):** the approach would meet in full, and exceed, the assessed housing requirement for the Chelmsford City Area over the plan period. This is in accordance with the objective of the National Planning Policy Framework (NPPF) to boost housing supply.
- **Economy (Objective 3):** the approach would help to stimulate economic growth through the provision of a workforce as well as consumers. Development proposals are typically careful to ensure homes, jobs and infrastructure are delivered in a co-ordinated fashion to help limit excess in- or out-commuting and ensure a degree of self-containment.
- **Land use (Objective 7):** whilst brownfield land will be used through windfall sites, a significant area of greenfield land will be required.

The negative (and uncertain) effects identified across a range of the IIA Objectives reflects the potential for housing growth to result in adverse environmental impacts. These potential effects will require further consideration in the identification of site allocations and development of policies for the Local Plan and in this regard, there is the potential for new housing to deliver benefits in respect of, for example, sustainable travel, health and enhancements to townscapes.

## EMPLOYMENT LAND REQUIREMENT

Whilst the Adopted Local Plan employment policies are still relevant and site allocations for new employment development are also progressing in line with projections, some policies will require updating and additional policies may be required in the light of changes to national planning policy and new legislation. Changes are also required to ensure that the plan continues to meet future employment needs to 2041.

The Preferred Options Consultation Document proposes a continuation of the existing approach to employment land provision, i.e. a flexible rolling employment land supply across the plan period to 2041). Consequently, it is proposed that development sites to accommodate a minimum of 162,646 sqm of new employment business floorspace (Use Classes E(g)(i-iii), B2 and-B8) in addition to existing commitments over the Plan period.

## ASSESSMENT

The proposed approach to the Employment Land Requirement has been assessed against the IIA objectives using the qualitative scoring system in **Table NTS2**. The emerging findings of the assessment are summarised in **Table NTS6**.

**Table NTS6 Assessment of the Proposed Approach to the Employment Allocation**

Assessment Objective	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
Proposed employment allocation (162,646sqm)	-/?	0	++/?	+	+/?	+/-/?	+/-	-/?	-/?	+/-/?	+/-/?	-	+/-/?	+/-/?

The key likely significant sustainability effects associated with the Employment Land Requirement relate to:

- **Economy (Objective 3):** The provision of employment land will support economic growth across Chelmsford, delivering deliver jobs and supporting regeneration and investment.
- **No significant negative effects** on the IIA objectives have been identified.

The negative (and uncertain) effects identified across a range of the IIA objectives reflects the potential for economic development to result in adverse environmental impacts. These potential effects will require further consideration in the development of policies for the Local Plan and will require particular attention in the identification of site location, design and mitigation measures. There is the potential for new employment uses to deliver benefits in respect of, for example, sustainable travel, health and enhancements to townscapes.

## PREFERRED SPATIAL STRATEGY

The preferred spatial strategy to the delivery of the proposed housing and employment growth is presented in **Table NTS7** and **Figure NTS1**. The Preferred Spatial Strategy draws on aspects of the five spatial approaches set out in the Issues and Options Consultation Document<sup>1</sup>. The Assessment of the Preferred Spatial Strategy is set out in **Table NTS8**.

<sup>1</sup> Approach A: Growing Existing Strategy; Approach B: Growth in Urban Areas; Approach C: Wider Strategy; Approach D: Growth Along Transport Corridors; Approach E: New Settlement

**Table NTS7 Summary of the Proposed Spatial Strategy**

Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
<b>Growth Area 1 – Central and Urban Chelmsford</b>					
<b>Site/Location</b>					
1	Previously developed sites in Chelmsford Urban Area	2,765			4,000sqm Use Class Eg(i-iii)
2	West Chelmsford	880		5	
3a	East of Chelmsford - Manor Farm	360			
3b	East of Chelmsford - Land North of Maldon Road				5,000sqm Office/Business Park
3c	East of Chelmsford - Land North of Maldon Road	109			
3d	East of Chelmsford - Land North of Maldon Road	65			
4	Land North of Galleywood Reservoir	24			
5	Land surrounding Telephone Exchange, Ongar Road, Writtle	25			
<b>Development allocations to 2041</b>		<b>New Homes</b>	<b>Traveller Pitches</b>	<b>Travelling Showpeople Plots</b>	<b>Net New Employment Floorspace</b>
<b>Area Total</b>		<b>4,228</b>		<b>5</b>	<b>9,000sqm</b>
<b>Growth Area 2 – North Chelmsford</b>					
<b>Site/Location</b>					
6	North East Chelmsford (Chelmsford Garden Community)	6,250	10	10	56,946sqm Office/Business Park
7a	Great Leighs - Land at Moulsham Hall	750		5	
7b	Great Leighs - Land East of London Road	190			
7c	Great Leighs - Land North and South of Banters Lane	100			
8	North of Broomfield	512			
9a	Waltham Road Employment Area				3,500sqm B2/B8

Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
14a	Land west of Back Lane, Ford End	20			
14b	Land south of Ford End Primary School, Ford End	20			
15	Little Boyton Hall Farm Rural Employment Area				6,000sqm B2/B8
<b>Area Total</b>		<b>7,842</b>	<b>10</b>	<b>15</b>	<b>66,446sqm</b>
Development Allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
<b>Growth Area 3 – South and East Chelmsford</b>					
<b>Site/Location</b>					
16a	East Chelmsford Garden Community (Hammonds Farm)	3,000	20		43,000sqm Business Space
16b	Land adjacent to A12 Junction 18				43,000sqm Business Space
10	North of South Woodham Ferrers	1,220		5	1,200sqm Business Space
11a	South of Bicknacre	42			
11b	Land at Kingsgate, Bicknacre	20			
11c	Land west of Barbrook Way, Bicknacre	20			
12	St Giles, Bicknacre	32			
13	Danbury	100			
17a	Land North of Abbey Fields, East Hanningfield	15			
17b	Land east of Highfields Mead, East Hanningfield	20			
<b>Area Total;</b>		<b>4,469</b>	<b>20</b>	<b>5</b>	<b>87,200sqm</b>
<b>Total Local Plan Allocations</b>		<b>16,539</b>	<b>30</b>	<b>25</b>	<b>162,646 sqm</b>
<b>Windfall Allowance 2026-2041</b>		<b>1,461</b>			
<b>TOTAL</b>		<b>18,000</b>	<b>30</b>	<b>25</b>	<b>162,646 sqm</b>

**Figure NTS1 Proposed Spatial Distribution of Growth Locations**



**Table NTS8 Summary of the sustainability effects of the Preferred Spatial Strategy**

Assessment Objective	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
Preferred Spatial Strategy	+/-/?	++/?	++/?	++/-	++/-	++/-	+/--	+/-	+/-	+/-/?	+/-	~	+/-/?	+/--/?

The likely significant sustainability effects associated with the Preferred Spatial Strategy relate to:

- **Housing (Objective 2):** Realising the delivery of homes to help meet local and sub-regional needs, including affordable housing.
- **Economy (Objective 3):** The provision of employment land will support economic growth across Chelmsford, delivering deliver jobs and supporting regeneration and investment.
- **Health and Well-Being (Objective 5):** The provision of more and a wider range of services associated with population growth.
- Significant negative effects associated with **Land Use (Objective 7)** and **Landscape (Objective 14)**, reflecting the permanent loss of these resources to urban development.

The negative (and uncertain) effects identified across a range of IIA objectives reflects the potential for development to result in adverse environmental impacts. These potential effects will require further consideration in the development of policies for the Review of the Adopted Local Plan and will require particular attention in the identification of site location, design and mitigation measures. There is the potential for new development to deliver benefits in respect of, for example, sustainable travel, health and enhancements to townscapes.

The Preferred Spatial Strategy is capable of delivering housing and employment requirements over the plan period, resulting in positive sustainability effects. There are mixed positive and negative effects in respect of biodiversity, cultural heritage, flood risk, land use and resource use, with potential uncertainty in respect of sustainable living and revitalisation, air quality and climate change water resource use is an issue, reflecting regional local supply deficits.

The uncertainties and negative effects recorded emphasise the importance of the monitoring of the performance of sustainability indicators to help implement mitigation measures which would help improve the performance of all approaches, notably in respect of air quality, biodiversity, climate change and health and well-being. In addition, small allocations in Key Service and Service Settlements will help to support the villages’ services and facilities.

Overall, the proposed spatial strategy proposed draws on elements of the five spatial approaches previously presented and in so doing meet the housing and employment needs of the City Area. The limitations associated with all five approaches are acknowledged in the suite of policies supporting the proposed spatial strategy and attendant allocations, based on experience in delivering the North East Chelmsford Garden Community and other significant developments across the City Area (notably at West Chelmsford and Great Leighs).

## HABITATS REGULATIONS ASSESSMENT

Regulation 105 of the *Conservation of Habitats and Species Regulations 2017* (as amended) states that if a land-use plan is “(a) is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects); and (b) is not directly connected with or necessary to the management of the site” then the plan-making authority must “...make an appropriate assessment of the implications for the site in view of that site’s conservation objectives” before the plan is given effect. The process by which Regulation 105 is met is known as Habitats Regulations Assessment (HRA). The Council has a statutory duty to prepare the Local Plan and is therefore the Competent Authority for an HRA.

Regulation 105 essentially provides a test that the final plan must pass; there is no statutory requirement for HRA to be undertaken on draft plans or similar developmental stages (e.g. issues and options; preferred options). However, it is accepted best-practice for the HRA of strategic planning documents to be run as an iterative process alongside plan development.

**Appendix L** of this report provides guidance on the HRA-related issues that will be relevant to both the plan development and the HRA. It includes:

- an outline of the proposed approach and scope of the Local Plan HRA;
- a summary of the environmental and European site baseline, as currently understood, and any known data gaps or environmental aspects subject to future studies;
- informal guidance for the Council on any HRA-related issues or risks that may be relevant to the Options selection process, and/or which may need to be considered when reviewing the Local Plan.

The preferred approach will not create fundamental systematic effects that cannot be avoided or mitigated irrespective of how the objectives and options are defined through allocation and policy. The data within the report will be reviewed and updated as the Review of the Adopted Local Plan evolves.

## HEALTH IMPACT ASSESSMENT AND EQUALITIES IMPACT ASSESSMENT

The Preferred Spatial Strategy has been subject to Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA) and presented in Appendices I and J respectively. The principal results from the assessments are presented in Table NTS9.

**Table NTS9 Principal Results from the HIA and EqIA**

HIA	EqIA
<p><b>Strategic Policies</b></p> <p>Overall, the strategic policies will help to support and progress the HIA objectives by improving access to new homes, employment opportunities and associated infrastructure.</p> <p>The policies encourage high quality design and active travel, the protection and enhancement of the environment, community facilities and the delivery of multi-functional open spaces and green infrastructure. Strategic Policy S14 (Health and Wellbeing) is likely to significantly progress all of the objectives as it directly relates to health and wellbeing. It sets out a commitment to improving the health and wellbeing of residents and communities, promoting more</p>	<p>The Strategic Policies do not directly affect a number of the protected characteristics considered under the EqIA, reflecting the intention and scope of the plan as a land use document. All of the Strategic Policies and Site Allocations are assessed as having either a positive, mixed or neutral outcome in respect of the protected characteristics; consequently, the Preferred Options Document is considered to be generally compatible with the duties of the Equality Act 2010.</p>

<p>active and healthier lifestyles, creating healthy living environments and reducing health inequalities through high-quality placemaking.</p> <p>While the delivery of the new infrastructure can have temporary negative effects on the health and well-being of existing communities; through increased disturbance (noise), reduced local air quality as a result of increased traffic emissions and dust, and the loss of existing open/ green spaces, the strategic policies in conjunction with other Local Plan policies provide sufficient mitigation to ensure that there are no residual significant negative effects on the HIA objectives.</p> <p><b>Growth Area Policies</b></p> <p>The growth area policies propose the delivery of housing, employment and associated infrastructure across a number of sites.</p> <p>The delivery of strategic scale infrastructure will significantly progress the HIA objectives through improved access to good quality homes (including affordable homes), employment opportunities, community facilities (including education and health services) and greater opportunities for active travel. The policies also require the provision of accessible and multi-functional open/ green spaces and the provision or contributions to new or enhanced recreational facilities.</p> <p>While the delivery of the new infrastructure can have temporary negative effects on the health and well-being of existing communities; through increased disturbance (noise), reduced local air quality as a result of increased traffic emissions and dust, and the loss of existing open/ green spaces, the growth area policies in conjunction with other Local Plan policies provide sufficient mitigation to ensure that there are no residual significant negative effects on the HIA objectives. There is the opportunity to strengthen the growth area policies in relation to HIA objective 5, through the requirement for the delivery of communal food growing opportunities in strategic scale development, such as allotments or community orchards. The policies relating to Special Policy Areas (SPA) are likely to progress HIA objectives 2, 4 and 6 as they allow for the continued operation and function of key facilities, including Broomfield Hospital.</p> <p><b>Development Management Policies</b></p> <p>The development management policies often relate to a specific issue and therefore progress a particular HIA objective. In general, the majority of them are not likely to progress or hinder the HIA objectives given the nature of the policies. Policies DM1, DM2 and DM24 are likely to significantly progress HIA objective 1 relating to design of homes. The policies require an appropriate mix of dwelling types and sizes, the delivery of affordable homes and high quality built form and urban design. None of the policies were identified as having the potential to have significant negative effects on the HIA objectives.</p>	<p>In respect of gender reassignment, marriage and civil partnership, sex and sexual orientation there are no identified effects included in policy options or site options that are considered to have a direct effect on these four protected characteristics. For the remaining five protected characteristics – age, disability, religion or belief, pregnancy and maternity and race - the options considered as part of the Local Plan: Preferred Options document are likely to have some positive effects as follows:</p> <ul style="list-style-type: none"> <li>• policies which seek to provide and enhance community services and facilities will benefit the young, old and those with accessibility issues such as the disabled and pregnant women (Strategic Policies S1, S5, S9, S12, S15, S16, S17).</li> <li>• the provision of accessible greenspace and enhancement of accessibility (Strategic Policies S1, S2, S5, S9, S13, S15) is likely to directly benefit those with relatively limited accessibility.</li> <li>• Those vulnerable to air pollution (the young, old and pregnant women) are also likely to directly benefit from the provision of more open space which is accessible, as well as improvements in air quality as a result of modal shift in transport use, notably through the provision of walking and cycling routes and EV charging infrastructure (Strategic Policies S1, S2, S5, S9, S12, S13, S15).</li> <li>• The provision of high quality community infrastructure including meeting spaces is likely to benefit those vulnerable to social isolation (notably the elderly, disabled and pregnant women) through offering opportunities for socialising in accessible places (Strategic Policies S1, S5, S9, S12, S15, S16, S17)</li> <li>• The provision of a wide range of housing types and affordable options will help to ensure greater equality of access, meeting the needs of specific groups, notably the elderly, disabled and young).</li> </ul>
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The Preferred Spatial Strategy is likely to yield overall positive effects, reflecting the provision of greater opportunities for access to services and employment.

Overall, no negative effects have been identified across the two analyses, although there are a wide range of uncertainties associated with policy implementation and the requirement for ongoing monitoring and evaluation to determine the success of policy implementation and any unintended consequences.



## MITIGATION AND ENHANCEMENT

The assessment contained in this Report has identified (see **Section 5.12**) a range of measures to help address potential negative effects and enhance positive effects associated with the implementation of the approaches contained in the Preferred Options Consultation Document. These measures are highlighted within the detailed assessment matrices and will be considered by the Council in refining the approaches and developing the policies that will comprise the Review of the Adopted Local Plan.

## NEXT STEPS

This Preferred Options IIA Report is being issued for consultation alongside the Preferred Options Consultation Document. The consultation will run from **XXXXXX** for six weeks until **XXXXX**.

The findings of the Preferred Options IIA Report, together with consultation responses and further evidence base work, will be used to help refine the preferred approach to be taken forward as part of the Review of the Adopted Local Plan. The preferred approach in addition to emerging Local Plan policies and site allocations will form the Pre-Submission Local Plan Consultation Document and will also be subject to IIA.

### This Consultation: How to Give Us Your Views

We would welcome your views on any aspect of the IIA Report. In particular, we would like to hear your views as to whether the effects which are predicted are likely and whether there are any significant effects which have not been considered.

Please provide your comments by 4pm on **XXXXXX**. The Council encourages people to submit comments via its consultation portal at: [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)

Alternatively, comments can be sent to:

- By email – [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)
- By post – Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE
- By hand – During normal opening hours to Chelmsford City Council Customer Service Centre, Duke Street, Chelmsford.

Please include your name, address, and where available an e-mail address.





# 1. BACKGROUND TO THE INTEGRATED IMPACT ASSESSMENT

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## 1.1 OVERVIEW

- 1.1.1 Chelmsford City Council (the Council) is currently preparing a Review of the Adopted Local Plan (the Local Plan) for Chelmsford City Council's Administrative Area (the City Area). The Local Plan will replace the current Local Plan that was adopted in May 2020, setting out the vision, objectives, planning policies and site allocations that will guide development in the local authority area to 2041. WSP UK Limited (hereafter 'WSP') has been commissioned by the Council to undertake an Integrated Impact Assessment (IIA) of the Review of the Local Plan.
- 1.1.2 The IIA appraises the environmental, social and economic performance of the Review of the Local Plan and any reasonable alternatives. In doing so, it helps to inform the selection of the approaches for the Local Plan concerning (in particular) the quantum, distribution and location of future development in Chelmsford and associated policies. The IIA process also identifies measures to avoid, minimise or mitigate any potential negative effects that may arise from the Local Plan's implementation as well as opportunities to improve the contribution of the Local Plan towards sustainability.
- 1.1.3 The IIA brings together into a single framework five different strands of assessment, Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA) (considered as a single assessment), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), and Habitats Regulations Assessment (HRA) in order to assess the socio-economic and environmental effects of the Review of the Adopted Local Plan.
- 1.1.4 As part of the preparation of the Local Plan, the Council has prepared the Chelmsford Local Plan Preferred Options Consultation Document (the Preferred Options Consultation Document)<sup>2</sup>. This document sets out the planning issues that face Chelmsford over the next 15 years and approaches for the way they could be addressed. It is being published for consultation between XXXXX for six weeks until XXXXX.
- 1.1.5 This report presents the findings of the IIA of the Preferred Options Consultation Document.

## 1.2 PURPOSE OF THIS REPORT

- 1.2.1 Under Section 19(5) of the Planning and Compulsory Purchase Act 2004, the Council is required to carry out a SA of the Local Plan to help guide the selection and development of policies and proposals in terms of their potential social, environmental and economic effects. In undertaking this requirement, local planning authorities must also incorporate

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<sup>2</sup> [www.chelmsford.gov.uk/new-local-plan](http://www.chelmsford.gov.uk/new-local-plan)

the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (statutory instrument 2004 No. 1633)<sup>3</sup>.

- 1.2.2 The SEA Regulations seek to provide a high level of protection of the environment by integrating environmental considerations into the process of preparing certain plans and programmes, specifically *“to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.”*
- 1.2.3 The National Planning Policy Framework (NPPF) (2023) sets out that local plans are key to delivering sustainable development (para 32) and that they must be prepared with the objective of contributing to the achievement of sustainable development, as follows: *“Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered).”*
- 1.2.4 Planning Practice Guidance makes clear that SA plays an important role in demonstrating that a local plan reflects sustainability objectives and has considered reasonable alternatives. In this regard, IIA will help to ensure that a local plan is “justified”, a key test of soundness that concerns the extent to which a plan is the most appropriate strategy, when considered against the reasonable alternatives and available and proportionate evidence.
- 1.2.5 IIA is therefore an integral part of the preparation of the Local Plan. In accordance with paragraph 32 of the NPPF, IIA of the Local Plan will help to ensure that the likely social, economic and environmental effects of the Plan are identified, described, appraised and communicated. Where negative effects are identified, measures will be proposed to avoid, minimise or mitigate such effects. Where any positive effects are identified, measures will be considered that could enhance such effects.
- 1.2.6 This IIA Report supports the development and refinement of the Local Plan by appraising the sustainability strengths and weaknesses of the approaches that comprise the Preferred Options Consultation Document. This will help promote sustainable development through the early integration of sustainability considerations into the preparation of the Local Plan and selection of approaches. More specifically, this IIA Report sets out:

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<sup>3</sup> Under the Withdrawal Act, EU-derived domestic legislation (such as existing environmental regulations that implement EU Directives) and Direct EU legislation (such as EU regulations and decisions) which were in force immediately prior to the end of the transition period continued to form part of UK domestic law after 31 December 2020. After 31 December 2020, however, Parliament is at liberty to introduce future changes to the existing legislation since, after 31 December 2020, the UK will no longer be bound by EU legislation.

- an overview of the Review of the Adopted Local Plan;
- a review of relevant international, national, regional, sub-regional and local plans, policies and programmes;
- baseline information for the Local Plan area across key sustainability topics;
- key economic, social and environmental issues relevant to the assessment of the Local Plan;
- the approach to undertaking the assessment of the Preferred Options Consultation Document;
- the findings of the assessment of the Preferred Options Consultation Document; and
- conclusions and an overview of the next steps in the IIA process.

## 1.3 THE CHELMSFORD REVIEW OF THE ADOPTED LOCAL PLAN – AN OVERVIEW

### REQUIREMENT TO PREPARE A LOCAL PLAN

1.3.1 The NPPF<sup>4</sup> determines that each local planning authority should prepare a local plan for its area. Local plans should set out the strategic priorities and policies to deliver:

- the homes and jobs needed in the area;
- the provision of retail, leisure and other commercial development;
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- the provision of health, security, community and cultural infrastructure and other local facilities; and
- climate change mitigation and adaptation and conservation and enhancement of the natural and historic environment, including landscape.

1.3.2 Planning Practice Guidance (2021)<sup>5</sup> clarifies (at paragraph 002 ‘Local Plans’) that local plans “*should make clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered*”.

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<sup>4</sup> Department for Communities and Local Government (2021) National Planning Policy Framework. Available from: [https://assets.publishing.service.gov.uk/media/65829e99fc07f3000d8d4529/NPPF\\_December\\_2023.pdf](https://assets.publishing.service.gov.uk/media/65829e99fc07f3000d8d4529/NPPF_December_2023.pdf)

<sup>5</sup> Department for Communities and Local Government (2021) Planning Practice Guidance. Available from: <https://www.gov.uk/government/collections/planning-practice-guidance>

## PREPARATION OF THE REVIEW OF THE ADOPTED LOCAL PLAN

- 1.3.3 The Council’s Local Development Scheme (LDS) was updated in November 2023<sup>6</sup>. The LDS sets out the timetable for production of the Local Plan in accordance with the requirements for plan production set out in The Town and Country Planning (Local Planning) (England) Regulations 2012).
- 1.3.4 The Council has a statutory duty to review the Local Plan at least every five years under Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012. The NPPF (2023) sets out in paragraph 33 that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. It also states that reviews should be completed no later than five years from the adoption date of a plan (which would be 28 May 2025) and should take into account changing circumstances affecting the area, or any relevant changes in national policy. Relevant strategic policies will need updating at least once every five years if their applicable local housing need figure has changed significantly; and they are likely to require earlier review if local housing need is expected to change significantly in the near future. The adopted Local Plan commits to a full or partial review of the Plan in Policy S13 to commence in 2022. The key plan preparation milestones are detailed in **Table 1.1**.

**Table 2.1 Local Plan Preparation Milestones**

Stage	Date
Evidence gathering and public participation – Scoping Consultation (Regulation 18) (Issues and Options)	August – October 2022
Preferred Options Consultation (Regulation 18)	Spring/Summer 2024
Consultation on Draft Local Plan (Regulation 19)	Early 2025
Submission (Regulation 22)	Summer 2025
Examination in Public (Regulation 24)	Autumn 2025
Adoption (Regulation 26)	Spring 2026

- 1.3.5 Adoption of the Review of the Adopted Local Plan is due to take place in Spring 2026. This will be preceded by three principal periods of consultation during which the Local Plan will be developed and refined taking into account (*inter-alia*) national planning policy and guidance, the Council’s evidence base, the outcomes of consultation and the findings of the IIA.

<sup>6</sup> Available from [chelmsford-local-development-scheme-2023-2028.pdf](#)

- 1.3.6 Further information in respect of the review of the Adopted Local Plan is available via the Council's website at: [www.chelmsford.gov.uk/lp-review](http://www.chelmsford.gov.uk/lp-review)

## 1.4 THE PREFERRED OPTIONS CONSULTATION DOCUMENT

### SCOPE OF THE PREFERRED OPTIONS CONSULTATION DOCUMENT

- 1.4.1 The Preferred Options Consultation Document sets out the planning issues that face the City Area over the next 15 years and approaches for the way they could be addressed. The key elements of the document, and which are the subject of assessment in this IIA Report, include:

- Spatial Principles;
- Housing Target Projections;
- Employment Target Projections; and
- Spatial Approaches.

- 1.4.2 These key elements of the Preferred Options Consultation Document are discussed in turn below.

### SPATIAL PRINCIPLES AND STRATEGIC PRIORITIES

- 1.4.3 The Preferred Options Consultation Document sets out Spatial Principles that are intended to support and guide the Spatial Approaches for the Local Plan. Ten Spatial Principles are identified, as follows:

- a) Locate development at well-connected and sustainable locations
- b) Protect the Green Belt from inappropriate development
- c) Promote the use of suitable previously developed land for development
- d) Continue the renewal and enhance the vitality of Chelmsford City Centre and its Urban Area
- e) Focus development at the higher order settlements outside the Green Belt and respect the development pattern and hierarchy of other settlements
- f) Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic and natural environment and biodiversity
- g) Locate development to avoid or manage flood risk and reduce carbon emissions
- h) Ensure development is served by necessary infrastructure and encourage innovation
- i) Locate development to utilise existing and planned infrastructure effectively
- j) Ensure development is deliverable

- 1.4.4 The proposed Strategic Priorities to deliver these principles are set out in **Table 1.2**.

**Table 1.2 Proposed Strategic Priorities**

<p><b>Priorities for climate</b></p>
<p><b>2. Addressing the Climate and Ecological Emergency</b></p> <ul style="list-style-type: none"> <li>• Mitigate the impacts of climate change and adapt to its consequences</li> <li>• Ensure new development moves towards delivering net-zero carbon emissions (energy efficiency, sustainable construction, renewable energy, infrastructure for active and sustainable travel)</li> <li>• Ensure development adapts to minimise adverse impacts that create climate and ecological change, including managing flood risk and reducing carbon emissions</li> <li>• Encourage tree planting and an increase in woodland expansion</li> <li>• Ensure sustainable drainage systems in developments</li> </ul>
<p><b>2. Promoting smart, active travel and sustainable transport</b></p> <ul style="list-style-type: none"> <li>• Promote/prioritise active travel and sustainable transport, for example in new developments creating walkable neighbourhoods, where everyday facilities such as schools, shops, workplaces, community and sports facilities, and open spaces are easily accessible by foot or cycle in 15-20 minutes</li> <li>• Reduce reliance on fossil fuelled vehicles</li> <li>• Support the provision of strategic and local transport infrastructure to enable a future for alternatives to fossil fuelled vehicles</li> <li>• Create the conditions for active and sustainable travel locally, such as electric charging points for all new houses, accessible cycle and footpaths, multi-functional greenways, secure cycle parking, and provision of or subscription to car clubs</li> <li>• Promote innovations in transport including smart technology</li> </ul>
<p><b>3. Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks</b></p> <ul style="list-style-type: none"> <li>• Plan positively for biodiversity net gain and green infrastructure including high quality green spaces</li> <li>• protect and enhance local distinctiveness and plan positively for the creation, protection, enhancement and management of multi-functional green/blue infrastructure networks and habitats to ensure a net gain for biodiversity and green infrastructure in line with the Council's Green Infrastructure Strategic Plan</li> <li>• Minimise the loss of the best and most versatile agricultural land to ensure future food production</li> <li>• Protect/enhance the River Valleys and increase opportunities for sustainable travel</li> <li>• Use high quality green infrastructure to protect, enhance and create wildlife corridors to maintain ecological connectivity when greenfield land will be lost</li> </ul>
<p><b>Priorities for growth</b></p>
<p><b>4. Ensuring sustainable patterns of development and protecting the Green Belt</b></p> <ul style="list-style-type: none"> <li>• Plan positively to meet identified development needs and ensure that new development takes place in a sustainable way by balancing the key economic, social and environmental dimensions</li> <li>• Promote development of previously developed land in Chelmsford's Urban Area</li> <li>• Use the Settlement Hierarchy to identify most sustainable existing locations</li> <li>• Locate development in locations that are close to existing or proposed local facilities so people can walk/cycle and be less reliant on the car</li> <li>• Protect the Green Belt from inappropriate development</li> <li>• Ensure accordance with the Minerals Local Plan, Waste Local Plan and South East Inshore Marine Plan</li> </ul>
<p><b>5. Meeting the needs for new homes</b></p> <ul style="list-style-type: none"> <li>• Provide high quality new homes that meet people's needs (market, affordable, starter, supported, specialist, Gypsies and Travellers)</li> <li>• Address the imbalance between the supply and need for affordable housing for rent</li> <li>• Meet identified targets/needs for numbers and types of homes required to be built each year</li> </ul>

<ul style="list-style-type: none"> <li>• Maintain a good supply of homes throughout the Local Plan period</li> </ul>
<p><b>6. Fostering growth and investment and providing new jobs</b></p> <ul style="list-style-type: none"> <li>• Ensure Chelmsford's businesses thrive, continue to innovate and can be even more productive and resilient</li> <li>• Foster new economic growth and new jobs to meet forecast local needs generated by the growing population.</li> <li>• Ensure a flexible rolling supply of employment land over the Local Plan period</li> <li>• Support the retention of existing designated employment and rural employment areas to maintain supply and choice of employment floorspace and rural employment development opportunities, and support the growing green economy and creative sector</li> <li>• Promotion of a circular economy</li> </ul>
<p><b>Priorities for place</b></p>
<p><b>7. Creating well designed and attractive places, and promoting the health and social well-being of communities</b></p> <ul style="list-style-type: none"> <li>• Promote the health and wellbeing of communities</li> <li>• Encourage healthy lifestyles and living environments for all residents for example by requiring development to contribute to creating an inclusive built and natural environment, to provide new green spaces including high quality green infrastructure and access to the countryside, sport and recreation facilities and to promote active and healthy lifestyles through the enhancement of sustainable and active travel routes</li> <li>• Ensure that the integrity of communities is maintained, and social cohesion is promoted in new development</li> <li>• Ensure that all new development meets the highest standards of design</li> <li>• Require the use of masterplans and encourage design codes where appropriate for strategic scale developments</li> <li>• Ensure new development helps provide new primary health services</li> <li>• Promote community involvement in the long-term management and stewardship of new strategic residential development</li> <li>• Encourage development to be future-proofed and as sustainable and energy efficient as possible</li> </ul>
<p><b>8. Delivering new and improved strategic and local infrastructure</b></p> <ul style="list-style-type: none"> <li>• Address city-wide infrastructure needs</li> <li>• Maximise the efficient use of existing infrastructure capacities</li> <li>• Explore opportunities for new sustainable infrastructure</li> <li>• Ensure that necessary new or upgraded local infrastructure is provided alongside new development when it is needed</li> <li>• Ensure appropriate and timely strategic infrastructure to support new development</li> </ul>
<p><b>9. Encouraging resilience in retail, leisure, commercial and cultural development</b></p> <ul style="list-style-type: none"> <li>• Promote the vitality and viability of Chelmsford City Centre, South Woodham Ferrers Town Centre and Principal Neighbourhood Centres</li> <li>• Promote a range of functions which contribute to the vibrancy of Chelmsford City Centre and maintain its position as a leading destination.</li> <li>• Enhance the retail, leisure, commercial and cultural development offer of South Woodham Ferrers Town Centre</li> <li>• Protect existing and support new/enhanced leisure, sports, arts, cultural and recreation facilities to ensure that all parts of the City Council area are vibrant and successful</li> <li>• Implementation of the Plan for Improving Rivers and Waterways in and around Chelmsford, to improve the appearance, attractiveness and recreational use of Chelmsford's rivers and waterways, and some of its ambitions have been translated into policy</li> </ul>

## HOUSING REQUIREMENT

- 1.4.5 When taking the supply buffer into account, provision is made for a total of 22,567 new homes in the period 2022-2041. When considering existing housing completions (822) existing sites with planning permission (3,745), existing Local Plan allocations to 2036 (12,677) and Windfall Projection to 2041 (1,461) the residual requirement for the period to 2041 is 3,862 new homes.
- 1.4.6 The provisional results of the Gypsy and Traveller Accommodation Assessment (2024) suggests a total of between 36 and 77 permanent pitches for Gypsies and Travellers, and 25 permanent plots for Travelling Showpeople for the period 2023-2041.

## EMPLOYMENT TARGET PROJECTIONS

- 1.4.7 Whilst the adopted Local Plan employment policies are still relevant and site allocations for new employment development are also progressing in line with projections, some policies will require updating and additional policies may be required in the light of changes to national planning policy and new legislation. Changes are also required to ensure that the Local Plan continues to meet future employment needs to 2041.
- 1.4.8 The Preferred Options Consultation Document proposes a continuation of the existing approach to employment land provision, i.e. a flexible rolling employment land supply across the plan period. Development sites will be allocated to accommodate a minimum of 162,646 sqm of new employment business floorspace (Use Classes E(g)(i-iii), B2 and-B8) in addition to existing commitments over the Plan period.

## 1.5 PROPOSED SPATIAL STRATEGY

- 1.5.1 The Proposed Spatial Strategy draws on aspects of the five spatial options set out in the Issues and Options Consultation Document, which comprised: Approach A: Growing Existing Strategy; Approach B: Growth in Urban Areas; Approach C: Wider Strategy; Approach D: Growth Along Transport Corridors; Approach E: New Settlement. (see **Appendix K** and the Issues and Options IIA (2022)). The preferred spatial strategy for the delivery of the proposed housing and employment growth is presented in **Figure 1.1** and the proposed allocations listed in **Table 1.2**.

**Figure 1.1 Summary of the Proposed Spatial Strategy**



**Table 1.2 Summary of the Proposed Spatial Strategy**

Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
<b>Growth Area 1 – Central and Urban Chelmsford</b>					
<b>Site/Location</b>					
1	Previously developed sites in Chelmsford Urban Area	2,765			4,000sqm Use Class Eg(i-iii)
2	West Chelmsford	880		5	
3a	East of Chelmsford - Manor Farm	360			
3b	East of Chelmsford - Land North of Maldon Road				5,000sqm Office/Business Park
3c	East of Chelmsford - Land North of Maldon Road	109			
3d	East of Chelmsford - Land North of Maldon Road	65			
4	Land North of Galleywood Reservoir	24			
5	Land surrounding Telephone Exchange, Ongar Road, Writtle	25			
<b>Development allocations to 2041</b>		<b>New Homes</b>	<b>Traveller Pitches</b>	<b>Travelling Showpeople Plots</b>	<b>Net New Employment Floorspace</b>
<b>Area Total</b>		<b>4,228</b>		<b>5</b>	<b>9,000sqm</b>
<b>Growth Area 2 – North Chelmsford</b>					
<b>Site/Location</b>					
6	North East Chelmsford (Chelmsford Garden Community)	6,250	10	10	56,946sqm Office/Business Park
7a	Great Leighs - Land at Moulsham Hall	750		5	
7b	Great Leighs - Land East of London Road	190			
7c	Great Leighs - Land North and South of Banters Lane	100			
8	North of Broomfield	512			
9a	Waltham Road Employment Area				3,500sqm B2/B8

Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
14a	Land west of Back Lane, Ford End	20			
14b	Land south of Ford End Primary School, Ford End	20			
15	Little Boyton Hall Farm Rural Employment Area				6,000sqm B2/B8
<b>Area Total</b>		<b>7,842</b>	<b>10</b>	<b>15</b>	<b>66,446sqm</b>
Development Allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Growth Area 3 – South and East Chelmsford					
Site/Location					
16a	East Chelmsford Garden Community (Hammonds Farm)	3,000	20		43,000sqm Business Space
16b	Land adjacent to A12 Junction 18				43,000sqm Business Space
10	North of South Woodham Ferrers	1,220		5	1,200sqm Business Space,
11a	South of Bicknacre	42			
11b	Land at Kingsgate, Bicknacre	20			
11c	Land west of Barbrook Way, Bicknacre	20			
12	St Giles, Bicknacre	32			
13	Danbury	100			
17a	Land North of Abbey Fields, East Hanningfield	15			
17b	Land east of Highfields Mead, East Hanningfield	20			
<b>Area Total;</b>		<b>4,469</b>	<b>20</b>	<b>5</b>	<b>87,200sqm</b>
<b>Total Local Plan Allocations</b>		<b>16,539</b>	<b>30</b>	<b>25</b>	<b>162,646 sqm</b>
<b>Windfall Allowance 2026-2041</b>		<b>1,461</b>			
<b>TOTAL</b>		<b>18,000</b>	<b>30</b>	<b>25</b>	<b>162,646 sqm</b>

## 1.6 SUPPORTING POLICIES

1.6.1 The Local Plan will include new and amended policies to reflect changes in legislation, wider policies and implementation of the adopted Local Plan. Table 1.3 sets out, by strategic priority, where new or amended policies might be required.

**Table 2.3 Proposed Strategic Policies**

Strategic Priority	Proposed Strategic Policies
Strategic Priority 1 – Addressing the Climate and Ecological Emergency	S1 – Spatial Principles
	S2 – Addressing Climate Change and Flood Risk
Strategic priority 2 – Promoting smart, active travel and sustainable transport	S14 – Health and Wellbeing <b>NEW</b>
	S15 – Creating Successful Places <b>NEW</b>
Strategic Priority 3 - Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks	S3 – Conserving and Enhancing the Historic Environment
	S4 – Conserving and Enhancing the Natural Environment
	S5 – Protecting and Enhancing Community Assets
Strategic Priority 4 - Ensuring sustainable patterns of development and protecting the Green Belt	S6 – Housing and Employment Requirements
	S7 – The Spatial Strategy
Strategic Priority 6 - Fostering growth and investment and providing new jobs	S8 – Delivering Economic Growth
	S16 – Connectivity and Travel <b>NEW</b>
Strategic Priority 7 - Creating well designed and attractive places, and promoting the health and social wellbeing of communities	S9 – Infrastructure Requirements
	S10 – Securing Infrastructure and Impact Mitigation
Strategic Priority 8 - Delivering new and improved strategic and local infrastructure	S11 – The Role of the Countryside
	S12 – Role of City, Town and Neighbourhood Centres
Strategic Priority 9 – Encouraging resilience in retail, leisure commercial, and cultural development	S17 – Future of Chelmsford City Centre <b>NEW</b>
	S13 – Monitoring and Review

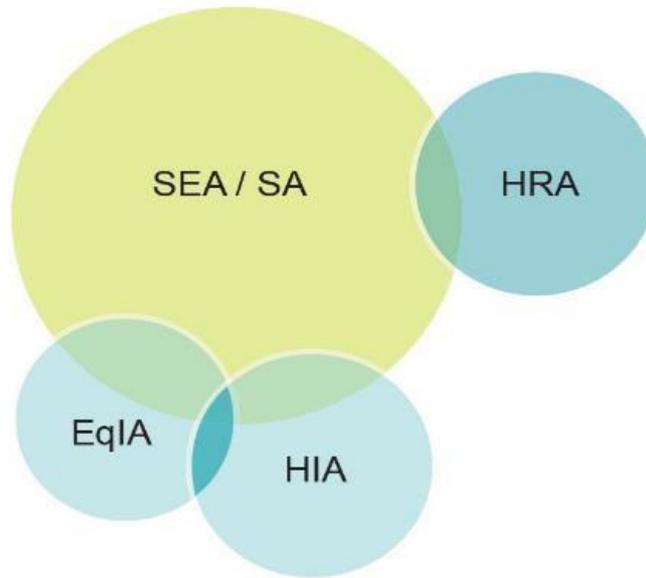
## 1.7 INTEGRATED IMPACT ASSESSMENT

### WHAT IS INTEGRATED IMPACT ASSESSMENT?

1.7.1 The IIA brings together into a single framework four different strands of assessment, Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA) (considered as

a single assessment), Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA) and Habitats Regulations Assessment (HRA) (Figure 1.2), in order to assess the socio-economic and environmental effects of the Review of the Adopted Local Plan.

**Figure 1.2 Overlaps between the components of the Integrated Impact Assessment**



## **SUSTAINABILITY APPRAISAL (SA) AND STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)**

1.7.2 SA is an iterative, evidence based and qualitative process that appraises the environmental, social and economic performance of the Local Plan against a set of sustainability objectives in order to identify, describe and evaluate the likely significant social, economic and environmental effects. Where appropriate, the SA will highlight areas where measures to avoid, minimise or mitigate any potential negative effects could be required. Similarly, and where appropriate, opportunities to enhance the contribution that the Local Plan could make to sustainability should be identified. In undertaking this requirement, local planning authorities must<sup>7</sup> also incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004<sup>8</sup> (SEA Regulations). The SEA Regulations seek to provide a high level of protection of the environment by integrating environmental considerations into the process of preparing certain plans and programmes.

<sup>7</sup> Paragraph 32 of the National Planning Policy Framework (2021)

<sup>8</sup> Statutory Instrument 2004 No. 1633 *The Environmental Assessment of Plans and Programmes Regulations 2004*. Available from [SEA Regulations](#)



## EQUALITIES IMPACT ASSESSMENT (EQIA)

- 1.7.3 EqlA is a tool to assist the Council in complying with requirements under the UK Equality Act 2010 and Public Sector Equality Duty, which require public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. Legislation identifies nine protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and the EqlA considers the potential for effects on these.
- 1.7.4 **Appendix I** presents the EqlA of the Preferred Options Local Plan.

## HEALTH IMPACT ASSESSMENT (HIA)

- 1.7.5 HIA assesses the main health and wellbeing impacts of policies and proposals in order to identify any opportunities for the emerging planning policies to maximise the benefits and avoid any potential adverse impacts. The HIA process looks at the positive and negative health and wellbeing impacts of development as well as assessing the indirect implications for the wider community. Essex County Council, as part of the Essex Design Guide<sup>9</sup> has produced the Essex Healthier Places Guidance which together with the Livewell Development Accreditation provides the criteria for the specific consideration of health-related issues.
- 1.7.6 The specification of policies within the Review of the Adopted Local Plan, along with locationally-specific allocations as part of the Preferred Options stage, will enable the detailed assessment of the likely impacts against detailed health and equalities measures.
- 1.7.7 **Appendix J** presents an HIA of the Preferred Options Local Plan.

## HABITATS REGULATIONS ASSESSMENT (HRA)

- 1.7.8 Regulation 105 of the Conservation of Habitats and Species Regulations 2017 (the 'Habitats Regulations') states that if a land-use plan is *“(a) is likely to have a significant effect on a European site<sup>10</sup> or a European offshore marine site<sup>11 12</sup>(either alone or in*

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<sup>9</sup> <https://www.essexdesignguide.co.uk/supplementary-guidance/health-impact-assessments/process-method/>

<sup>10</sup> 'European sites' are: any Special Area of Conservation (SAC) from the point at which the European Commission and the UK Government agreed the site as a 'Site of Community Importance' (SCI) (if this was before 31 Jan 2020); any classified Special Protection Area (SPA); and any candidate SAC (cSAC). However, the term is also commonly used when referring to potential SPAs (pSPAs), to which the provisions of Article 4(4) of Directive 2009/147/EC (the 'new wild birds directive') apply; and to possible SACs (pSACs) and listed Ramsar Sites, to which the provisions of the Habitats Regulations are applied a matter of Government policy (NPPF para. 187) when considering development proposals that may affect them. "European site" is therefore used in this report in its broadest sense, as an umbrella term for the above designated sites

<sup>11</sup> 'European offshore marine sites' are defined by Regulation 15 of *The Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007* (as amended); these regulations cover waters (and hence sites) over 12 nautical miles from the coast.

<sup>12</sup> The Conservation of Habitats and Species Regulations 2017 were amended by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 to reflect the UK's exit from the EU. These largely carried forward the provisions and terminology of the 2017 Regulations (so, for example, the term 'European site' is currently retained and for all practical purposes the

combination with other plans or projects); and (b) is not directly connected with or necessary to the management of the site” then the plan-making authority must “... make an appropriate assessment of the implications for the site in view of that site’s conservation objectives” before the plan is given effect. The process by which Regulation 105 is met is known as Habitats Regulations Assessment (HRA)<sup>13</sup>.

- 1.7.9 An HRA determines whether there will be any ‘likely significant effects’ (LSE) on any European site (now referred to as National Site Network (NSN) sites) as a result of a plan’s implementation (either on its own or ‘in combination’ with other plans or projects) and, if so, whether these effects will result in any adverse effects on site integrity. The Council has a statutory duty to prepare the Local Plan and is therefore the Competent Authority for an HRA.

## STAGES IN THE IMPACT ASSESSMENT PROCESS

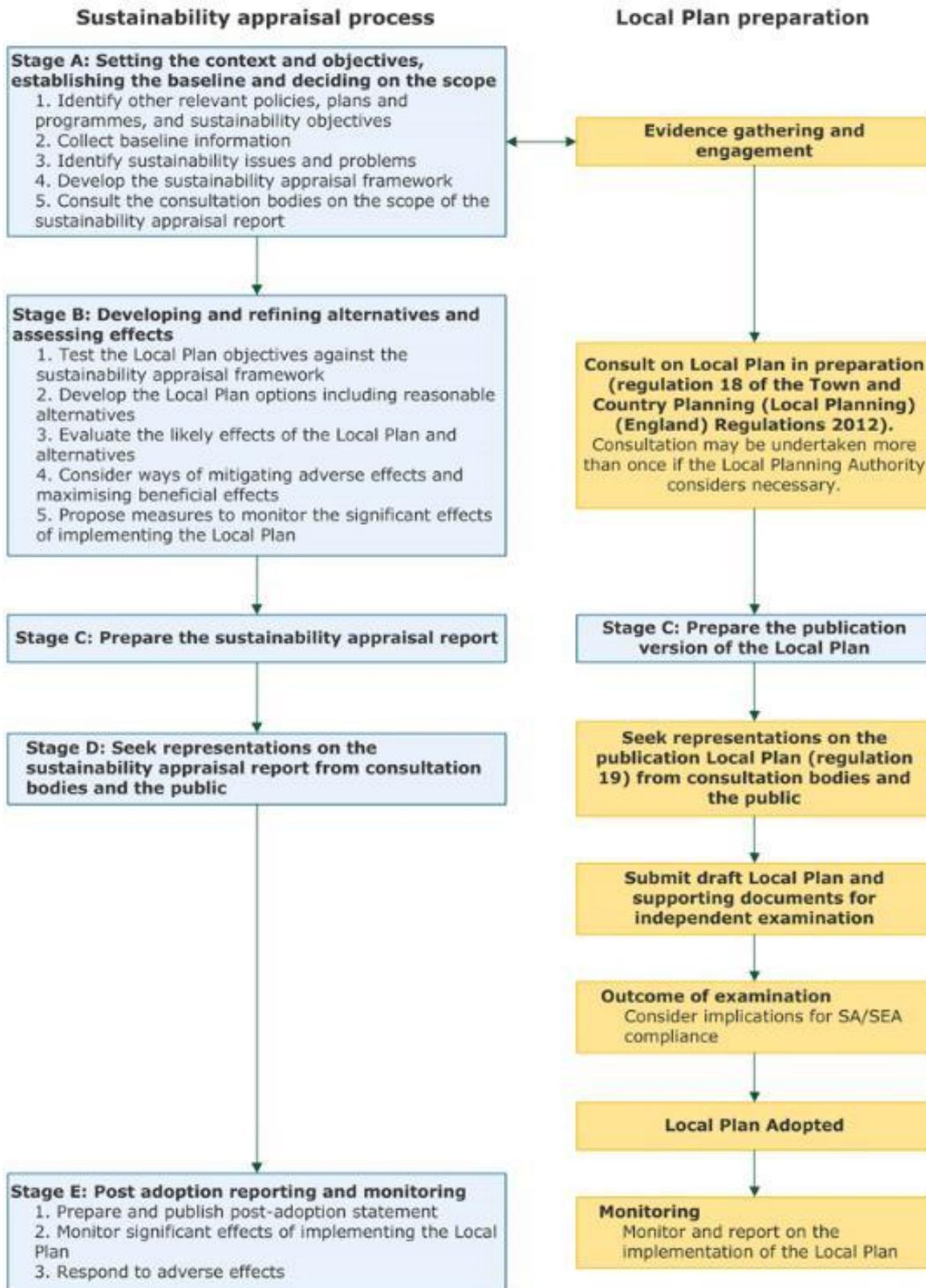
- 1.7.10 There are five key stages in the SA process and these are highlighted in **Figure 1.3** together with links to the development of the Local Plan. The stages for the IIA preparation process mirror those of SA.

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definition is essentially unchanged). However, the UK European sites are no longer legally part of the ‘Natura 2000’ network of protected sites, with this being replaced in the UK by the ‘national site network’ which comprises all existing SACs and SPAs and any new SACs and SPAs designated under the 2019 Regulations (Ramsar sites do not form part of the network). This also has relevance if compensation measures are required for an adverse effect, as the relevant metric is the overall coherence of the ‘national site network’. The 2019 Regulations establish management objectives for the ‘national site network’ which contribute to the conservation of UK habitats and species that are also of pan-European importance, and to the achievement of their favourable conservation status within the UK.

<sup>13</sup> The term ‘Appropriate Assessment’ has been historically used to describe the process of assessment; however, the process is more accurately termed ‘Habitats Regulations Assessment’ (HRA), with the term ‘Appropriate Assessment’ limited to the specific stage within the process.

**Figure 1.3 The Sustainability Appraisal (IIA) Process and Linkages with Local Plan Preparation**



- 1.7.11 The first stage (Stage A) led to the production of a SA Scoping Report<sup>14</sup>. Informed by a review of other relevant policies, plans and programmes as well as baseline information and the identification of key sustainability issues affecting the Chelmsford City Area, the Scoping Report set out the proposed framework for the assessment of the Local Plan (the Assessment Framework).
- 1.7.12 The Scoping Report was subject to consultation that ran from Thursday 14<sup>th</sup> April until Friday 20<sup>th</sup> May 2022. A total of 11 responses were received to the consultation from the statutory SEA consultation bodies (Natural England, the Environment Agency and Historic England) as well as a range of other stakeholders. Responses related to all aspects of the Scoping Report and have resulted in amendments to the Assessment Framework. **Appendix B** contains a schedule of the consultation responses received to the Scoping Report, the Council's response and the subsequent action taken and reflected in this IIA Report.
- 1.7.13 Stage B is an iterative process involving the appraisal and refinement of the Local Plan with the findings presented in a series of interim IIA Reports published alongside the Local Plan Issues and Options Consultation Document and Preferred Options Consultation Document.
- 1.7.14 This report is the second formal output of Stage B and is intended to support the development and refinement of the Local Plan by testing the sustainability strengths and weaknesses of the proposals contained within the Preferred Options Consultation Document. This will help promote sustainable development through the early integration of sustainability considerations (including health and equality) into the preparation of the Local Plan. This IIA Report has been issued for consultation alongside the Preferred Options Consultation Document.
- 1.7.15 The Issues and Options stage of the Review of the Local Plan was subject to consultation from Thursday 11<sup>th</sup> August 2022 for ten weeks until Thursday 20<sup>th</sup> October 2022. Responses were received to the consultation from the statutory SEA consultation bodies (Natural England, the Environment Agency and Historic England) as well as a range of other stakeholders. Responses to the Issues and Options IIA Report have resulted in amendments to the Assessment Framework. **Appendix B** contains a schedule of the consultation responses received to the Issues and Options IIA Report, the Council's response and the subsequent action taken and reflected in this IIA Report.
- 1.7.16 At Stage C, a submission draft IIA Report will be prepared to accompany the submission draft Local Plan. This will be prepared to meet the reporting requirements of the SEA Regulations and will be available for consultation alongside the draft Local Plan itself prior to consideration by an independent planning inspector (Stage D).
- 1.7.17 Following Examination in Public (EiP), and subject to any significant changes to the draft Local Plan that may require appraisal as a result of the EiP, the Council will issue a Post Adoption Statement as soon as reasonably practicable after the adoption of the Local

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<sup>14</sup> Wood (2022) Integrated Impact Assessment of the Review of the Adopted Chelmsford Local Plan



Plan. This will set out the results of the consultation and IIA process and the extent to which the findings of the IIA have been accommodated in the adopted Local Plan. During the period of the Local Plan, the Council will monitor its implementation and any significant social, economic and environmental effects (Stage E).

## 1.8 STRUCTURE OF THIS REPORT

1.8.1 This Report is structured as follows:

- **Non-Technical Summary** - Provides a summary of the IIA Report including the findings of the assessment of plan approaches;
- **Section 1: Introduction** - Includes a summary of the Local Plan and the Preferred Options Consultation Document, an overview of IIA, report contents and an outline of how to respond to the consultation;
- **Section 2: Review of Plans and Programmes** - Provides an overview of the review of those plans and programmes relevant to the Local Plan and IIA that is contained at **Appendix C**;
- **Section 3: Baseline Analysis** - Presents the baseline analysis of the City Area's social, economic and environmental characteristics and identifies the key sustainability issues that have informed the Assessment Framework and IIA;
- **Section 4: IIA Approach** - Outlines the approach to the IIA of the Preferred Options Consultation Document including the Assessment Framework;
- **Section 5: Assessment of Effects** – Presents the findings of the assessment of the Preferred Options Consultation Document;
- **Section 6: Conclusions and Next Steps** – Presents the conclusions of the IIA of the Preferred Options Consultation Document and details the next steps in the assessment process.

1.8.2 This IIA Report has been prepared in accordance with the reporting requirements of the SEA Regulations. A Quality Assurance Checklist is presented at **Appendix A**.

## 1.9 HOW TO COMMENT ON THIS IIA REPORT

1.9.1 This IIA Report has been issued for consultation alongside the Preferred Options Consultation Document from **XXXXXX** for six weeks until **XXXXX**. Details of how to respond to the consultation are provided below.

### This Consultation: How to Give Us Your Views

**We would welcome your views on any aspect of the IIA Report. In particular, we would like to hear your views as to whether the effects which are predicted are likely and whether there are any significant effects which have not been considered. Please provide your comments by 4pm on **XXXXXX**. The Council encourages people to submit comments via its consultation portal at: [www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)**



Alternatively, comments can be sent to:

- By email – [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)
- By post – Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE
- By hand – During normal opening hours to Chelmsford City Council Customer Service Centre, Duke Street, Chelmsford.

Please include your name, address, and where available an e-mail address.



## 2. THE APPROACH TO ASSESSMENT

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### 2.1 INTRODUCTION

2.1.1 This section describes the approach to the IIA of the Preferred Options Consultation Document. In particular, it sets out the Assessment Framework and how this has been used to appraise the key components of the Preferred Options Consultation Document. It also documents the difficulties encountered during the assessment process including key uncertainties and assumptions.

### 2.2 REVIEW OF PLANS AND PROGRAMMES

2.2.2 One of the first steps in undertaking the IIA is to identify and review other relevant plans and programmes that could influence, or be influenced by, the Local Plan. The requirement to undertake a plan and programme review and identify the environmental and wider sustainability objectives relevant to the plan being assessed is set out in the SEA Regulations.

2.2.3 Plans and programmes relevant to the Local Plan may be those at an international/ European, UK, national, regional, sub-regional or local level, as relevant to the scope of the document. The review of relevant plans and programmes aims to identify the relationships between the Local Plan and these other documents, i.e. how the Local Plan could be affected by the other plans' and programmes' aims, objectives and/or targets, or how it could contribute to the achievement of their sustainability objectives. The review also ensures that the relevant environmental protection and sustainability objectives are integrated into the IIA. Additionally, reviewing plans and programmes can provide appropriate information on the baseline for the plan area and help identify the key sustainability issues.

2.2.4 The completed review of plans and programmes has been used to provide the policy context for the subsequent appraisal process and help to inform the development of objectives and guide questions that comprise the Assessment Framework (see Section 4).

### 2.3 OBJECTIVES AND POLICY MESSAGES

2.3.1 The review of plans and programmes presented in **Appendix C** has identified a number of objectives and policy messages relevant to the Local Plan and scope of the IIA across the following topic areas:

- Biodiversity and Green Infrastructure
- Population and Community
- Health and Wellbeing
- Transport and Accessibility
- Land Use, Geology and Soils
- Water
- Air Quality
- Climate Change
- Material Assets
- Cultural Heritage
- Landscape and Townscape

2.3.2 These messages are summarised in **Table 2.1** together with the key sources and implications for the Assessment Framework. Only the key sources are identified; however, it is acknowledged that many other plans and programmes could also be included.

**Table 2.1 Key Messages Arising from the Review of Plans and Programmes**

Key Objectives and Policies	Key Source(s)	Implications for the Assessment Framework
<b>Biodiversity and Green Infrastructure</b>		
<ul style="list-style-type: none"> <li>Protect and enhance biodiversity, including designated sites, species of principal importance, habitats and ecological networks.</li> <li>Identify opportunities for green infrastructure provision.</li> </ul>	<p>Environment Act: The Natural Choice: Securing the Value of Nature; Biodiversity 2020: A Strategy for England’s Wildlife and Ecosystem Services; UK post 2010 Biodiversity Framework; NPPF; Realising the Benefits of trees, woods and forests in the East of England, Essex Biodiversity Action Plan 2010-2020, Chelmsford City Council Biodiversity Action Plan, Chelmsford City Council Parks and Green Spaces Strategy.</p>	<p>The IIA Framework should include a specific objective relating to the protection and enhancement of biodiversity including green infrastructure provision.</p>
<b>Population and Community</b>		
<ul style="list-style-type: none"> <li>Address deprivation and reduce inequality through regeneration.</li> <li>Ensure social equality and prosperity for all.</li> <li>Provide high quality services, community facilities and social infrastructure that are accessible to all.</li> <li>Meet the full affordable and private market housing need for Chelmsford within the administrative boundary where possible.</li> <li>Consider any requests from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.</li> <li>Make appropriate provision for Gypsies, Travellers and Travelling Showpeople.</li> <li>Ensure that there is an adequate supply of employment land to meet local needs and to attract inward investment.</li> <li>Encourage economic diversification including growth in high value, high growth, high knowledge economic sectors.</li> <li>Encourage rural diversification and support rural economic growth.</li> </ul>	<p>NPPF; Planning Policy for Traveller Sites; The London Plan; The future of Essex; Chelmsford City Council Economic Strategy, Chelmsford Local Plan 2013-2036, Making Places SPD; Essex Prosperity and Productivity Plan</p>	<p>The IIA Framework should include objectives and/or guide questions relating to:</p> <ul style="list-style-type: none"> <li>addressing deprivation and promoting equality and inclusion;</li> <li>the provision of high quality community facilities and services;</li> <li>the provision of high quality housing;</li> <li>the enhancement of education and skills;</li> <li>delivery of employment land that supports economic diversification and the creation of high quality, local jobs;</li> <li>enhancing Chelmsford City Centre;</li> <li>enhancing the area’s town and other centres.</li> </ul>

Key Objectives and Policies	Key Source(s)	Implications for the Assessment Framework
<ul style="list-style-type: none"> <li>• Create local employment opportunities.</li> <li>• Enhance skills in the workforce to reduce unemployment and deprivation.</li> <li>• Improve educational attainment and ensure the appropriate supply of high quality educational facilities.</li> <li>• Promote the vitality of the City Centre and support retail and leisure sectors.</li> <li>• Promote the vitality of other centres.</li> </ul>		
<b>Health and Wellbeing</b>		
<ul style="list-style-type: none"> <li>• Promote improvements to health and wellbeing.</li> <li>• Promote healthier lifestyles.</li> <li>• Minimise noise pollution.</li> <li>• Reduce crime including the fear of crime.</li> <li>• Reduce anti-social behaviour.</li> <li>• Ensure that there are appropriate facilities for the disabled and elderly.</li> <li>• Deliver safe and secure networks of green infrastructure and open space.</li> </ul>	<p>NPPF; Joint Essex Health and Wellbeing Strategy 2022-2026, Be Moved – Chelmsford’s Sport and Art Strategy 2012-2016, Parks and Green Spaces Strategy and Public Health Strategy, Chelmsford Air Quality Management Plan, Chelmsford Local Plan 2013-2036, Essex Children and Young People’s Plan.</p>	<p>The IIA Framework should include a specific objective and/or guide questions relating to:</p> <ul style="list-style-type: none"> <li>• the promotion of health and wellbeing;</li> <li>• the delivery of health facilities and services;</li> <li>• the provision of open space and recreational facilities;</li> <li>• reducing crime, the fear of crime and anti-social behaviour.</li> </ul>
<b>Transport and Accessibility</b>		
<ul style="list-style-type: none"> <li>• Encourage sustainable transport and reduce the need to travel.</li> <li>• Reduce traffic and congestion.</li> <li>• Improve public transport provision.</li> <li>• Encourage walking and cycling.</li> <li>• Enhance accessibility to key community facilities, services and jobs for all.</li> <li>• Ensure timely investment in transportation infrastructure to accommodate new development.</li> <li>• Promote sustainable freight movement.</li> <li>• Locate new housing development in sustainable locations or in locations that can be made sustainable.</li> </ul>	<p>NPPF; Essex Transport Strategy - The Local Transport Plan for Essex; Essex Cycling Strategy; Essex Walking Strategy; Essex Sustainable Modes of Travel Strategy</p>	<p>The IIA Framework should include objectives and/or guide questions relating to:</p> <ul style="list-style-type: none"> <li>• reducing the need to travel, particularly by car;</li> <li>• the promotion of sustainable forms of transport;</li> <li>• encouraging walking and cycling;</li> <li>• maintaining and enhancing accessibility to key facilities, services and jobs;</li> <li>• reducing congestion and enhancing road safety;</li> </ul>

Key Objectives and Policies	Key Source(s)	Implications for the Assessment Framework
		<ul style="list-style-type: none"> <li>investment in transportation infrastructure to meet future needs.</li> </ul>
<b>Land Use, Geology and Soils</b>		
<ul style="list-style-type: none"> <li>Encourage the use of previously developed (brownfield) land.</li> <li>Promote the re-use of derelict land and buildings.</li> <li>Reduce land contamination.</li> <li>Protect soil quality and minimise the loss of Best and Most Versatile agricultural land.</li> <li>Promote high quality design.</li> <li>Avoid damage to, and protect, geologically important sites.</li> <li>Encourage mixed use development.</li> </ul>	Safeguarding Our Soils: A Strategy for England; Making Places SPD, Chelmsford Local Plan 2013-2036.	<p>The IIA Framework should include objectives and/or guide questions relating to:</p> <ul style="list-style-type: none"> <li>encouraging the use of previously developed land and buildings;</li> <li>reducing land contamination;</li> <li>avoiding the loss of Best and Most Versatile agricultural land;</li> <li>promoting high quality design including mixed use development;</li> <li>protecting and avoiding damage to geologically important sites.</li> </ul>
<b>Water</b>		
<ul style="list-style-type: none"> <li>Protect and enhance surface and groundwater quality.</li> <li>Improve water efficiency.</li> <li>Avoid development in areas of higher flood risk.</li> <li>Reduce the risk of flooding arising from new development.</li> <li>Ensure timely investment in water management infrastructure to accommodate new development.</li> <li>Promote the use of Sustainable Urban Drainage Systems.</li> </ul>	Water Framework Directive; Drinking Water Directive; Floods Directive; Flood and Water Management Act 2010; Water for Life, White Paper; NPPF; Essex and Suffolk Water Final Water Resources Management Plan, Water Resource Strategy – Regional Action Plan for the Anglian Region, Anglian River Basin District Management Plan and Essex Local Flood Management Strategy.	The IIA Framework should include specific objectives relating to the protection and enhancement of water quality and quantity and minimising flood risk.
<b>Air Quality</b>		
<ul style="list-style-type: none"> <li>Ensure that air quality is maintained or enhanced and that emissions of air pollutants are kept to a minimum.</li> </ul>	Air Quality Directive; Air Quality Strategy for England, Scotland, Wales and Northern Ireland; NPPF and Army and Navy Air Quality Management Area Action Plan.	The IIA Framework should include a specific objective and/or guide question relating to air quality.

Key Objectives and Policies	Key Source(s)	Implications for the Assessment Framework
<b>Climate Change</b>		
<ul style="list-style-type: none"> <li>Minimise the effects of climate change.</li> <li>Reduce emissions of greenhouse gases that may cause climate change.</li> <li>Encourage the provision of renewable energy.</li> <li>Move towards a low carbon economy.</li> <li>Promote adaptation to the effects of climate change.</li> </ul>	Climate Change Act 2008; Carbon Plan: Delivering our Low Carbon Future; UK Renewable Energy Strategy; NPPF, Essex Design Guide, Levelling up Essex – An Essex White Paper, Making Places SPD, Solar Farm SPD.	The IIA Framework should include a specific objective relating to climate change mitigation and adaptation.
<b>Material Assets</b>		
<ul style="list-style-type: none"> <li>Promote the waste hierarchy (reduce, reuse, recycle, recover).</li> <li>Ensure the adequate provision of local waste management facilities.</li> <li>Promote the efficient and sustainable use of mineral resources.</li> <li>Promote the use of local resources.</li> <li>Avoid the sterilisation of mineral reserves.</li> <li>Promote the use of substitute or secondary and recycled materials and minerals waste.</li> <li>Ensure the timely provision of infrastructure to support new development.</li> <li>Support the delivery of high quality communications infrastructure.</li> <li>Promote the maximum recovery of minerals from construction, demolition and excavation wastes by segregating, reusing and recycling minerals generated as a result of development/ redevelopment.</li> </ul>	Waste Framework Directive; Landfill Directive; Waste Management Plan for England; NPPF; National Planning Policy for Waste; Joint Municipal Waste Management Strategy for Essex, Essex Minerals Local Plan, Essex County Council and Southend-on-Sea Borough Council Waste Local Plan.	The IIA Framework should include objectives and/or guide questions relating to: <ul style="list-style-type: none"> <li>promotion of the waste hierarchy;</li> <li>the sustainable use of minerals;</li> <li>investment in infrastructure to meet future needs.</li> </ul>
<b>Cultural Heritage</b>		
<ul style="list-style-type: none"> <li>Conserve and enhance cultural heritage assets and their settings.</li> <li>Maintain and enhance access to cultural heritage assets.</li> <li>Respect, maintain and strengthen local character and distinctiveness.</li> </ul>	NPPF; Historic Environment Characterisation Project and Making Places SPD, Essex Design Guide.	The IIA Framework should include a specific objective relating to the conservation and enhancement of cultural heritage.



Key Objectives and Policies	Key Source(s)	Implications for the Assessment Framework
<ul style="list-style-type: none"><li>Improve the quality of the built environment.</li></ul>		
<b>Landscape and Townscape</b>		
<ul style="list-style-type: none"><li>Protect and enhance the quality and distinctiveness of natural landscapes and townscapes.</li><li>Promote access to the countryside.</li><li>Promote high quality design that respects and enhances local character.</li><li>Avoid inappropriate development in the Green Belt.</li><li>Ensure that the Green Belt endures beyond the plan period.</li><li>Conserve and enhance the undeveloped coastline.</li></ul>	NPPF; Public Realm Strategy, Village Design Statement, Making Places SPD, and Chelmsford, Maldon and Uttlesford Council’s Landscape Character Assessments, Essex Design Guide.	The IIA Framework should include a specific objective relating to the protection and enhancement of landscape and townscapes.

### **3. BASELINE INFORMATION**

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#### **3.1 INTRODUCTION**

3.1.2 An essential part of the IIA process is the identification of current baseline conditions and their likely evolution. It is only with a knowledge of existing conditions, and a consideration of their likely evolution, can the effects of the Local Plan be identified and appraised and its subsequent success or otherwise be monitored. The SEA Regulations also requires that the evolution of the baseline conditions of the plan area (that would take place without the plan or programme) is identified, described and taken into account.

3.1.3 This section identifies and characterises current socio-economic (including health and equality) and environmental baseline conditions for Chelmsford, along with how these are likely to change in the future. The baseline analysis is presented for the following topic areas:

- Biodiversity and Green Infrastructure;
- Population and Community;
- Health and Wellbeing;
- Transport and Accessibility;
- Land Use, Geology and Soils;
- Water;
- Air Quality;
- Climate Change;
- Material Assets;
- Cultural Heritage; and
- Landscape and Townscape.

3.1.4 Additionally, this section presents a high level overview of the City Area.

3.1.5 To inform the analysis, data has been drawn from a variety of sources, including: the 2021 Census; Nomis; Chelmsford City Council's Authority Monitoring Report; the emerging Local Plan evidence base; Environment Agency; Historic England; Essex County Council; Index of Multiple Deprivation 2019; Department for Environment, Food and Rural Affairs (Defra) and the Department for Business, Energy and Industrial Strategy (BEIS). Information from the Local Government Association has been used, especially its benchmarking tool at: <https://lginform.local.gov.uk/>

3.1.6 The key sustainability issues arising from the review of baseline conditions are summarised at the end of each topic.

#### **3.2 THE CITY AREA: AN OVERVIEW**

3.2.1 The Chelmsford City Area is located centrally within Essex in the East of England and is approximately 30 miles to the north east of London (see Figure 3.1). It covers an area of approximately 130 square miles and is one of three cities in Essex (Chelmsford was awarded city status on 1st June 2012) in addition to the town of South Woodham Ferrers,

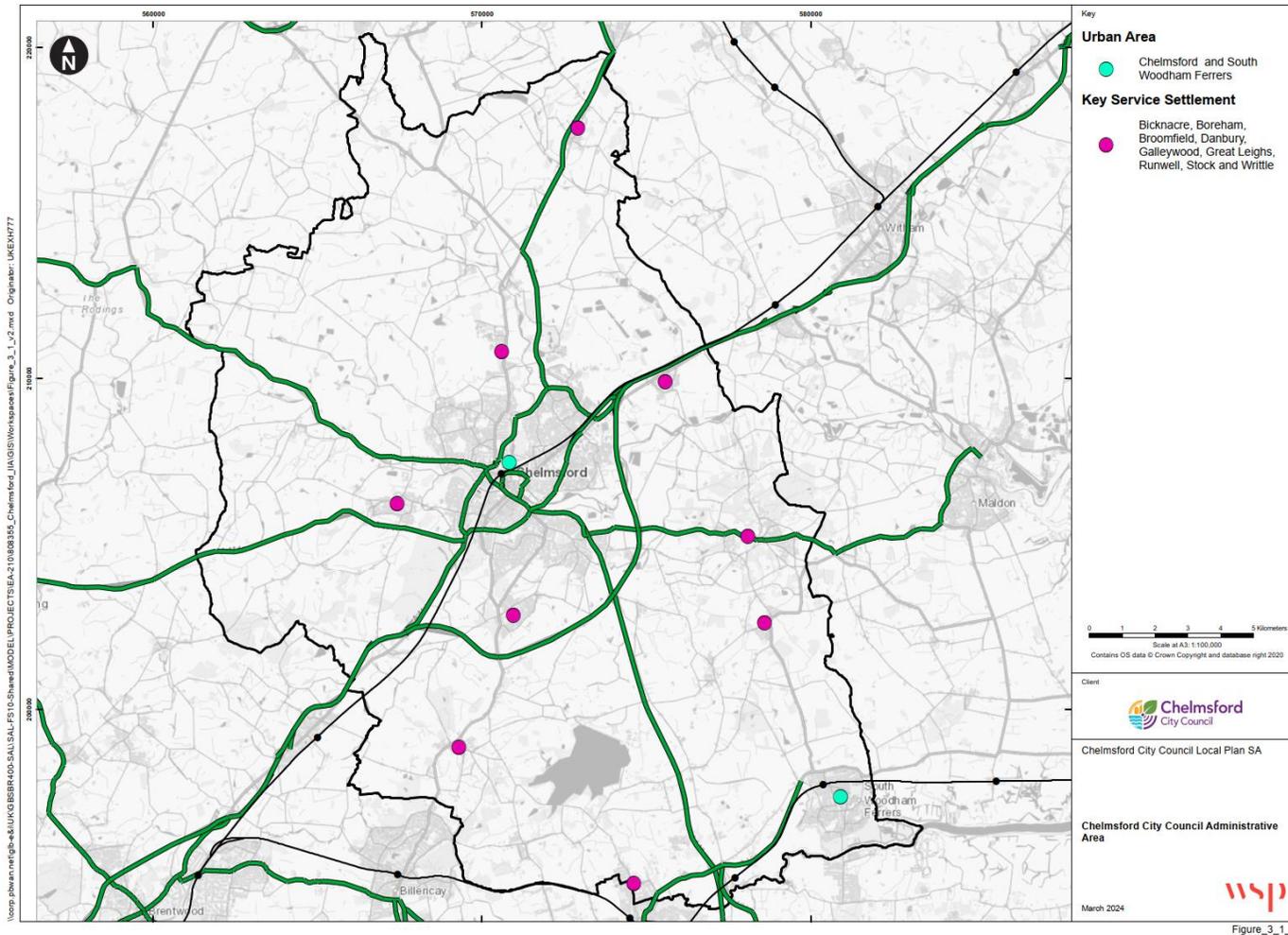
villages and open countryside. Chelmsford is bordered by seven local authorities: Braintree and Uttlesford to the north; Maldon to the east; Brentwood, Basildon and Rochford to the south; and Epping Forest to the west.

- 3.2.2 The Chelmsford City Area is connected by a number of rail links, with frequent services operating between Chelmsford, London Liverpool Street, Ipswich and Norwich and between South Woodham Ferrers and London. There are several primary road routes within the local authority area including the A12 linking with London and the M25. The A12 also offers direct links into East Anglia.
- 3.2.3 Chelmsford has two major centres; the principal settlement of Chelmsford City in the centre of the local authority area and the town of South Woodham Ferrers to the south east. Beyond these centres, the local authority area is characterised by a number of villages surrounded by open countryside. The Chelmsford Local Plan identifies Chelmsford's other 'Key Service Settlements' as including: Bicknacre; Boreham; Broomfield; Danbury; Galleywood; Great Leighs; Runwell; Stock; and Writtle. There are a large number of Service Settlements and Small Settlements across the City Council area.
- 3.2.4 The Chelmsford City Area has a large number of key strengths, not least its good connectivity to London, a strong economy boasting particular strengths in the financial and business services sectors and ready access to the countryside. However, there are also issues which need to be addressed to ensure the area's long term sustainability including, in particular, a rapidly growing population, pockets of deprivation, high commuting levels and environmental constraints including Green Belt and flood risk. These strengths and issues are discussed further in the sections that follow.



**Figure 3.1 The Chelmsford City Council Administrative Area**

**Figure 3.2 Service Centres within the Chelmsford City Council Administrative Area**



### 3.3 BIODIVERSITY AND GREEN INFRASTRUCTURE

#### BIODIVERSITY

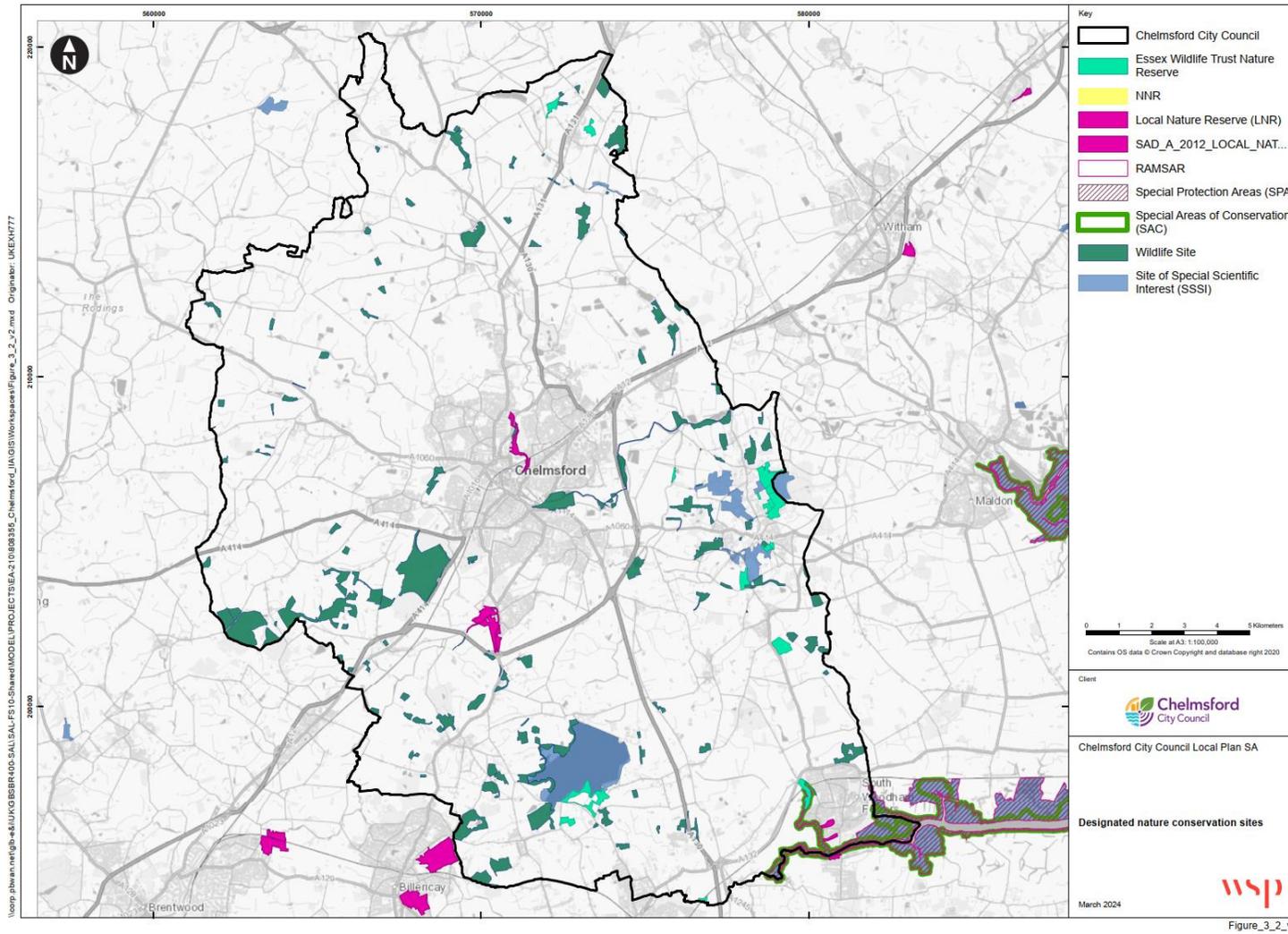
- 3.3.1 Biodiversity is defined as the variety of plants (flora) and animals (fauna) in an area, and their associated habitats. The importance of preserving biodiversity is recognised from an international to a local level. Biodiversity is important in its own right and has value in terms of quality of life and amenity.
- 3.3.2 The Chelmsford City Area has a rich and varied natural environment including a range of sites designated for their habitat and conservation value. Figure 3.2 shows designated nature conservation sites within and in close proximity to the local authority area.
- 3.3.3 Sites of European importance (Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and RAMSARs) are designated to conserve natural habitats and species of wildlife which are rare, endangered or vulnerable in the European Community (EC). In the UK, these formally formed part of the 'Natura 2000' network of sites protected under the Habitats Directive (92/43/EEC) and now form part of the UK national site network following the UK's departure from the European Union. There are three European sites within the Chelmsford City Area: Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA; Crouch and Roach Estuaries Ramsar; and the Essex Estuaries SAC together with four additional sites within approximately 10km.
- 3.3.4 The conservation objectives for all of the sites have been revised by Natural England in recent years to increase consistency of assessment and reporting. As a result, the high-level conservation objectives for all sites are effectively the same.
- 3.3.5 The objectives for SACs are:

*“With regard to the SAC and the natural habitats and/or species for which the site has been designated (the ‘Qualifying Features’...), and subject to natural change; ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring [as applicable to each site];*

- *the extent and distribution of the qualifying natural habitats;*
- *the extent and distribution of the habitats of qualifying species;*
- *the structure and function (including typical species) of the qualifying natural habitats;*
- *the structure and function of the habitats of qualifying species;*
- *the supporting processes on which the qualifying natural habitats rely;*
- *the supporting processes on which the habitats of qualifying species rely;*
- *the populations of qualifying species; and,*
- *the distribution of qualifying species within the site.”*



Figure 3.3 Designated Nature Conservation Sites



3.3.6 For SPAs the objectives are:

*“With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the ‘Qualifying Features’...), and subject to natural change; ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:*

- *the extent and distribution of the habitats of the qualifying features;*
- *the structure and function of the habitats of the qualifying features;*
- *the supporting processes on which the habitats of the qualifying features rely;*
- *the population of each of the qualifying features; and,*
- *the distribution of the qualifying features within the site.”*

3.3.7 Natural England has prepared a Site Improvement Plan (SIP) for Essex Estuaries<sup>15</sup> which covers (inter alia) the Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA and the Essex Estuaries SAC. The SIP provides a high level overview of the issues (both current and predicted) affecting the condition of features on the sites and outlines the priority measures required to improve the condition of the features.

3.3.8 In response to visitor pressures from an increased population, the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy 2018-2038 (Essex RAMS)<sup>16</sup> has been developed in partnership with Natural England and 12 councils in Essex. The strategy sets out a long-term strategic approach to lessen the impact of local housing development on protected birds along the Essex coast. The Essex RAMS aims to prevent bird and habitat disturbance from recreational activities. It does this through a series of mitigation measures, which encourage all coastal visitors to enjoy their visits responsibly.

3.3.9 Within the Chelmsford City Area there are eight Sites of Special Scientific Interest (SSSI) covering an area of 2,412.77 hectares (ha):

- River Ter;
- Newney Green Pit;
- Blake’s Wood & Lingwood Common;
- Woodham Walter Common;
- Danbury Common;
- Thrift Wood, Woodham Ferrers;
- Hanningfield Reservoir; and
- Crouch and Roach Estuaries.

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<sup>15</sup> Natural England (2015) *Site Improvement Plan: Essex Estuaries*. Available at: <http://publications.naturalengland.org.uk/publication/5459956190937088>

<sup>16</sup> <https://www.chelmsford.gov.uk/planning-and-building-control/essex-coast-rams/>

3.3.10 The conditions of each SSSI, as assessed by Natural England, are summarised in **Table 3.1**.

**Table 3.1 Condition of SSSIs within the Chelmsford City Area**

Site	Area (ha)	Condition (% of area)
River Ter	6.41	100% favourable
Newney Green Pit	0.08	100% favourable
Blake's Wood & Lingwood Common	87.33	100% favourable
Woodham Walter Common	79.65	100% favourable
Danbury Common	70.96	48.26% favourable; 51.74% unfavourable but recovering
Thrift Wood, Woodham Ferrers	19.45	100% favourable
Hanningfield Reservoir	402.91	100% favourable
Crouch and Roach Estuaries	1,729.13	23.08% favourable; 76.25% unfavourable but recovering; 0.67% unfavourable no change

Source: Natural England (various) *Designated Sites Condition Summaries*.

3.3.11 In addition to the above European and nationally designated nature conservation sites, there are six Local Nature Reserves (LNRs) (Admirals Park, Marconi Ponds, Chelmer Valley Riverside, Galleywood Common, Fenn Washland, and Frankland Fields) and 171 Local Wildlife Sites (LoWS) which are non-statutory sites of importance for nature conservation value but which play a fundamental role in the conservation of the area's biodiversity.

3.3.12 There are a number of core areas of biodiversity and ecological importance within the Chelmsford City Area which include:

- Danbury/Little Baddow - a large concentration of heathland, woodland and grassland sites, many of which are already managed by conservation organisations;
- Writtle Forest/Hylands - a concentration of ancient woodlands that form a key part of an ancient landscape;
- Hanningfield - Billericay border - a number of ancient woodlands;
- The River corridors - the river valleys running through the local authority area contain LoWSs along their length;
- South Woodham Ferrers - the Crouch Estuary is part of a large SSSI and SPA linking to sites in Maldon and Rochford Districts;
- The Green Wedge - in the vicinity of the Chelmsford Urban Area, the Green Wedge contains a number of LoWSs as well as publicly owned land (see **Figure 3.10**).

- 3.3.13 The Chelmsford City Council Local Wildlife Sites Review, 2016<sup>17</sup> updates the previous review undertaken in 2004 that ratified 150 Local Wildlife Sites (then referred to as ‘Wildlife Sites’). The 2016 review identified a net increase of 21 Sites to give a new total of 171 Local Wildlife Sites. This increase in number belies many significant changes within the LoWS network, with numerous additions and amalgamations, and a few deletions.
- 3.3.14 The Chelmsford Biodiversity Action Plan (BAP) 2013-2018<sup>18</sup> highlights that the Chelmsford City Area has a diverse biodiversity and contains examples of 14 of the 20 habitats included in the Essex BAP (EBAP)<sup>19</sup>. Action Plans have been developed for the following habitats: hedgerows; traditional orchards; lowland meadows; lowland dry acid grassland and heathland; lakes and ponds; rivers; lowland raised bog; reed beds; lowland mixed deciduous woodland; wet woodland; wood pasture and parkland; and urban.

## GREEN INFRASTRUCTURE

- 3.3.15 Green infrastructure encompasses all “green” assets in an authority area, including parks, river corridors, street trees, managed and unmanaged sites and designed and planted open spaces.
- 3.3.16 Chelmsford City Council’s Open Space Study<sup>20</sup> has identified the existing provision of open space within Chelmsford as set out in Table 3.2.

**Table 3.2 Existing Open Space Provision**

Typology	Existing provision (ha)	Existing provision (ha per 1,000 population)
Allotments	42.65	0.25
Amenity Green Space	76.98	0.46
Park and Recreation Ground (public and private combined)	273.47	1.63
<i>Park and Recreation Ground</i>	<i>165.83</i>	<i>0.99</i>
<i>Outdoor Sport (pitches)</i>	<i>50.22</i>	<i>0.3</i>
<i>Outdoor Sport (fixed)</i>	<i>8.69</i>	<i>0.05</i>
<i>Outdoor sport (private)</i>	<i>48.73</i>	<i>0.29</i>
Play Space (Children)	8.21	0.05
Play Space (Youth)	1.4	0.01

<sup>17</sup> Chelmsford City Council (2016) *Local Wildlife Sites Review*. Available at:

<https://www.chelmsford.gov.uk/resources/assets/attachment/full/0/72699.pdf>

<sup>18</sup> Chelmsford Biodiversity Forum (2013) *Chelmsford Biodiversity Action Plan for the City of Chelmsford 2013-2017*. Available at:

[www.chelmsford.gov.uk/media/wdcg4uu4/eb-114-chelmsford-biodiversity-action-plan-2013-17.pdf](http://www.chelmsford.gov.uk/media/wdcg4uu4/eb-114-chelmsford-biodiversity-action-plan-2013-17.pdf)

<sup>19</sup> Essex Biodiversity Project (2012) *The Essex Biodiversity Action Plan 2010 – 2020*. Available at:

[www.chelmsford.gov.uk/media/n2rmlujv/eb-113-essex-biodiversity-action-plan-2010-2020.pdf](http://www.chelmsford.gov.uk/media/n2rmlujv/eb-113-essex-biodiversity-action-plan-2010-2020.pdf)

<sup>20</sup> Chelmsford City Council (2016) *Chelmsford Open Space Study*. Available at:

[http://consult.chelmsford.gov.uk/portal/preferred\\_options/local\\_plan\\_preferred\\_options\\_document?pointId=s1490092140850](http://consult.chelmsford.gov.uk/portal/preferred_options/local_plan_preferred_options_document?pointId=s1490092140850)

Typology	Existing provision (ha)	Existing provision (ha per 1,000 population)
Accessible Natural Green Space	1,829.83	10.87
Education	176.69	1.05
Churchyards and Cemeteries	36.39	0.22

3.3.17 The Council has been awarded 17 Green Flag awards for nineteen of its parks with the Cemetery and Crematorium gaining a Green Flag Award in its own right (see Table 3.3). Three parks, Admirals Park, Tower Gardens and West Park, combine to form one award and Brookend Gardens and Chancellor Park combine to form another. Chelmer Park and Jubilee Park also combine to form one award as do Boleyn Gardens the Grand Vista and Beaulieu Park Recreation Ground, Melbourne Park and Andrews Park. Springfield Hall Park has a Green Flag award in its own right.

**Table 3.3 Chelmsford City Area Parks with Green Flag Awards**

Parks with Green Flag Awards	Size (ha)
Oaklands Park, Moulsham Street, Chelmsford	4.8
Boleyn Gardens the Grand Vista and Beaulieu Park, Chelmsford	9.12
Admirals Park, Tower Gardens and the adjoining West Park, Chelmsford	29.4
Chelmer Park and Jubilee Park	16.99
Hylands Estate	232
Coronation Park	5.72
Compass Gardens and Saltcoats Park	10.08
Melbourne Park and Andrews Park	25.77
Brook End Gardens and Chancellor Park	8.11
Central Park	14.87
Lionmede Recreation Ground	2.0
Chelmsford Cemetery & Crematorium	7.8
Springfield Hall Park	14.40
Chelmer Valley Local Nature Reserve	18.1
<b>Total</b>	<b>444.06</b>

Source: [https://loveyourchelmsford.co.uk/green-spaces/green\\_flag/](https://loveyourchelmsford.co.uk/green-spaces/green_flag/)

3.3.18 In addition to those identified above, Andrews Park on Patching Hall Lane achieved Green Flag Award in its own right in 2020 and in 2021, 17 parks were awarded Green Flag status

with Galleywood Common and Frankland Fields also awarded this status<sup>21</sup>. The Council has also committed itself to continuing to positively manage its parks to ensure it can earn even more of these rewards and continue to have many high quality parks. In 2021, the parks of Admirals Park/Tower Gardens including the adjoining West Park, Hylands Estate and Oaklands Park all received Green Heritage Site awards for their excellence.

- 3.3.19 The adopted Local Plan contains a Green Wedge designation for its river valleys and policies that seek to protect them to ensure these important natural resources are conserved. These are the basis of Chelmsford's green infrastructure network and are, therefore, an important resource and amenity for the residents of the urban area of Chelmsford. Key objectives are to maximise public enjoyment of the river valleys, protect and enhance ecological health and diversity, preserve local landscape and wildlife links between the countryside and Chelmsford's urban area and recognise the Sandford Mill Special Policy Area.

## LIKELY EVOLUTION OF THE BASELINE WITHOUT THE LOCAL PLAN

- 3.3.20 Information in respect of the condition of SSSIs and the extent of the habitat network indicates that biodiversity in the Chelmsford City Area is being well managed and protected. Notwithstanding, common threats to biodiversity have been identified in the Chelmsford BAP which include:
- Many sites are now small and isolated. This makes it difficult for specialist plants and animals to move between sites and hence more vulnerable to damage. They are also more difficult to manage.
  - The biodiversity value for many habitats has developed as a result of human management over centuries. If this management stops, natural succession will take place and the wildlife value will decline as those features that are important for specialist species are lost.
  - In grassland and heathland sites, neglect leads to scrub and eventually woodland colonising, in woods this can result in the loss of age structure when coppicing stops. Ponds and lakes might become full of vegetation and eventually silt up.
  - The changes in agricultural practices over the past century have led to significant changes in the landscape. Larger machinery requires larger fields which have resulted in the loss of hedges and ditches. Better drainage results in fewer wetlands and ponds. Traditional orchards are no longer considered to be economically viable and many of the traditional fruit varieties are hard to store or are difficult to transport. The most significant impacts, however, arose from the introduction of chemical fertilisers and pesticides; this has resulted in substantial declines in plant diversity and associated fauna.
  - Nutrient enrichment usually arises due to run-off from agricultural land or sewerage discharges. This is particularly an issue for rivers and other water bodies but can also affect grassland within the floodplain and heathlands.

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<sup>21</sup> Love Your Chelmsford (2021) Green Flag. Available online [https://loveyourchelmsford.co.uk/green-spaces/green\\_flag/](https://loveyourchelmsford.co.uk/green-spaces/green_flag/)

- New development can result in the direct loss of habitats (e.g. building on a site) or indirect damage (e.g. increased recreational pressure or more intensive management of grassland and ponds).
- Introduced species of plants and animals can cause significant problems to native species.
- Climate change, particularly with more extreme weather events, will place more stresses on a range of habitats.

- 3.3.21 There are a number of ongoing initiatives and projects that together will help to conserve and enhance biodiversity and which would be expected to continue without the Local Plan. These include the delivery of the Chelmsford BAP and the emerging Nature Recovery Networks. With specific regard to green infrastructure, the Council's Parks and Green Spaces Strategy<sup>22</sup> sets out a collective vision for improved green spaces and which includes an objective to support the Chelmsford BAP.
- 3.3.22 It is reasonable to assume that without the Review of the Adopted Local Plan, existing trends would continue. National planning policy contained in the NPPF and existing Development Plan policy (such as Strategic Policy S4 – Conserving and Enhancing the Natural Environment) would help to ensure that new development protects and enhances biodiversity.
- 3.3.23 The Council has also expressed a desire to improve its parks further in order to ensure it receives further national awards.

## SUMMARY OF KEY SUSTAINABILITY ISSUES

- The need to conserve and enhance biodiversity including sites designated for their nature conservation value.
- The need to provide net gains in biodiversity where possible.
- The need to maintain, restore and expand Biodiversity Action Plan habitats.
- The need to safeguard existing green infrastructure assets.
- The need to enhance the multifunctional green infrastructure network, addressing deficiencies and gaps, improving accessibility for all users and encouraging multiple uses where appropriate.

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<sup>22</sup> Chelmsford City Council (2013) *Parks and Green Spaces Strategy 2004-2014*. Available at: [http://consult.chelmsford.gov.uk/portal/preferred\\_options/local\\_plan\\_preferred\\_options\\_document?pointId=s1490092140850](http://consult.chelmsford.gov.uk/portal/preferred_options/local_plan_preferred_options_document?pointId=s1490092140850)

## 3.4 POPULATION AND COMMUNITY

### DEMOGRAPHICS

- 3.4.1 As of 2021<sup>23</sup>, the Chelmsford City Area had a population of 181,500 an increase of 4.2% since 2011 (174,197) and 13.6% since the 2001 Census when the population stood at 157,072. Approximately half of Chelmsford's population resides in the Chelmsford Urban Area and South Woodham Ferrers. Of the total resident population, 49.0% are male and 51.0% female.
- 3.4.2 The over 65's account for some 19.4% of the population, compared to 18.6% in England.
- 3.4.3 Chelmsford is the fourth most populated authority district in the east of England, with only the local authority areas of East Suffolk, Colchester and Basildon being more populated<sup>24</sup>.

### DIVERSITY

#### Ethnicity

- 3.4.4 Using ONS category descriptions<sup>25</sup>, the population of Chelmsford is predominantly White (88.5% of the population) with the second largest ethnic group being Asian/Asian British (5.3%, [9.6% in England]), followed by Black (2.6% [4.2% in England]) followed by mixed/multiple ethnic groups (2.6% [3.0% in England]).

#### Religious Belief

- 3.4.5 Christianity is the predominant religion in Chelmsford (48.0%) similar to the England figure (46.3%), followed by Muslim (2.0%), compared to England (6.7%). Those with no religion was 41.2%, compared to 36.7% for England.

#### Civil Partnerships, Marriage and Sexual Orientation

- 3.4.6 For the Chelmsford population, aged 16 or over, in the 2021 Census, 34.0% are single (never married) [37.9% for England], 49.1% are married or in a civil partnership [44.7% for England], 0.2% are in a registered same-sex civil partnership, 3.4% are separated (but still legally married or in a registered same-sex civil partnership), 9.6% are divorced or dissolved civil partnership [9.1% for England] and 6.0% are widowed or surviving civil partnership partner [6.1% for England].<sup>26</sup>

#### Gypsy, Travellers and Travelling Showpeople

- 3.4.7 There are two main longstanding publicly funded Travelling Showpeople sites in the Chelmsford City Area which provide 22 pitches in total with capacity for 44 caravans, 92 authorised private Traveller caravans and 47 authorised private Travelling Showpeople caravans<sup>27</sup>.

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<sup>23</sup> <https://www.ons.gov.uk/visualisations/customprofiles/build/>

<sup>24</sup> LG Inform (2020), Total resident population (2020) for All local authority districts East. Available at: Total resident population in Chelmsford | LG Inform (local.gov.uk)

<sup>25</sup> ONS (2022) [How life has changed in Chelmsford: Census 2021 \(ons.gov.uk\)](https://www.ons.gov.uk/census/2021-census/how-life-has-changed-in-chelmsford)

<sup>26</sup> ONS (2022) [Build a custom area profile - Census 2021, ONS](https://www.ons.gov.uk/census/2021-census/build-a-custom-area-profile)

<sup>27</sup> Department for Levelling Up, Housing and Communities (2021) Traveller caravan count: July 2021. Available at: <https://www.gov.uk/government/statistics/traveller-caravan-count-july-2021>

## DEPRIVATION

- 3.4.8 The English Index of Multiple Deprivation (IMD) measures relative levels of deprivation in small areas of England called Lower Layer Super Output Areas (LSOA). Deprivation refers to an unmet need, which is caused by a lack of resources including for areas such as income, employment, health, education, skills, training, crime, access to housing and services, and living environment.
- 3.4.9 The 2015 IMD ranked the Chelmsford City Area 253<sup>rd</sup> out of 317 local authorities (where a rank of 1 is the most deprived in the country and a rank of 326 is the least deprived) placing Chelmsford in the top 20% least deprived local authority areas nationally<sup>28</sup>.
- 3.4.10 By 2019, the City Area had continued to improve on the whole, scoring 260<sup>th</sup> out of 317 local authorities<sup>29</sup>. Chelmsford performs particularly well in respect of crime, employment and health and disability with the local authority area being within the 20% least deprived nationally for these domains. However, there are pockets of deprivation across the Chelmsford City Area with some LSOAs, such as those within the wards of Marconi, Patching Hall and St Andrews, being within the most deprived in the country and this remained the case in 2019.

## HOUSING

- 3.4.11 In December 2023 the average house price for all properties in Chelmsford was £372,048 compared to England: £302,164<sup>30</sup>. House prices for the following types of property in Chelmsford were as follows:
- detached: £658,140
  - semi-detached: £410,501
  - terraced: £319,255
  - flats: £216,093
- 3.4.12 Housing affordability in the Chelmsford City Area, as in other areas of the County and Country, is a significant issue. Responding to this issue, the Chelmsford Housing Strategy<sup>31</sup> recognises that Chelmsford faces a housing crisis (the City Council made that declaration on 22 February 2022) including in respect of:
- ever-growing numbers of Chelmsford residents (no longer just young people) being unable to afford to buy or rent privately a property that meets their needs;
  - over 300 families and individuals being homeless, with more likely as we emerge from Covid 19, requiring the City Council to provide expensive and often unsuitable temporary accommodation; and
  - a growing need for various kinds of specialised housing that, along with all affordable housing, is in very short supply.

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<sup>28</sup> DCLG (2015) *English indices of deprivation*. Available at: <https://www.gov.uk/government/collections/english-indices-of-deprivation>

<sup>29</sup> Indices of Deprivation 2015 and 2019. Available at: [http://dclgapps.communities.gov.uk/imd/iod\\_index.html#](http://dclgapps.communities.gov.uk/imd/iod_index.html#).

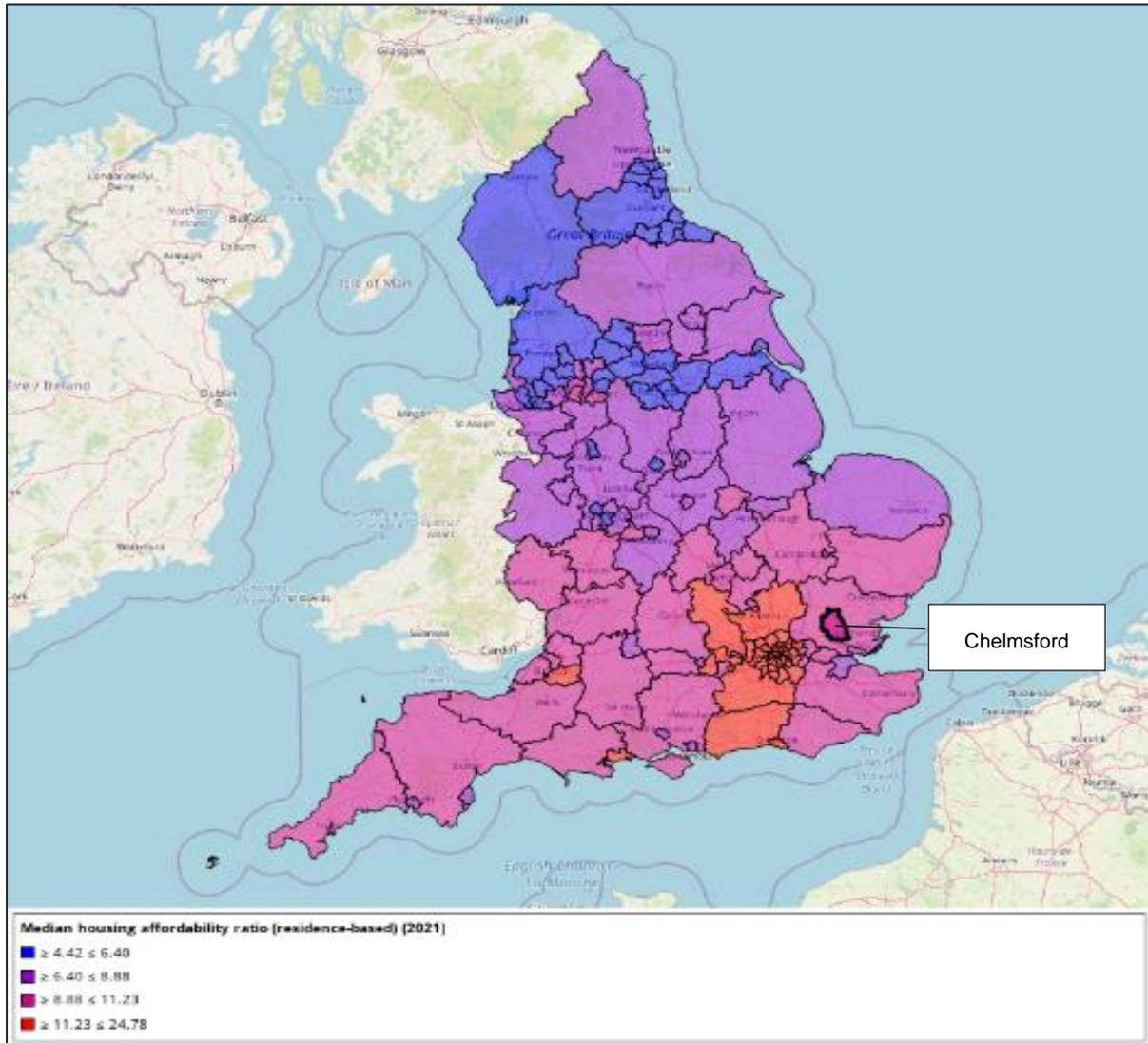
<sup>30</sup> Land Registry (2023) Land registry UK House Price Index. Available at: [UK House Price Index \(data.gov.uk\)](https://www.gov.uk/government/collections/uk-house-price-index)

<sup>31</sup> Chelmsford City Council (March 2022) Chelmsford Housing Strategy, 2022 – 2027 at: [www.chelmsford.gov.uk/media/fzeis02v/chelmsford-housing-strategy-2022-to-2027.pdf](http://www.chelmsford.gov.uk/media/fzeis02v/chelmsford-housing-strategy-2022-to-2027.pdf)

3.4.13 The strategic priorities identified in the Housing Strategy are:

1. Increasing the supply of affordable homes with a focus on larger units
2. Increasing the supply of affordable homes from the existing housing stock
3. Supporting landlords and tenants of privately rented homes
4. Enabling the right supply of specialist housing to meet local need
5. Developing effective partnerships
6. Monitoring trends and performance to inform future actions.

**Figure 3.3 Housing Affordability Ratios**



Source: LG Inform

## ECONOMY

- 3.4.14 The Council's Economic Strategy (2017)<sup>32</sup> provides an overview of the economy of the Chelmsford City Area. It highlights that Chelmsford has been a major driver of growth within the Heart of Essex sub-region, which comprises the local authority areas of Chelmsford, Brentwood and Maldon. The City contributes over £3 billion per year to the Essex economy through some 83,000 jobs and 8,715 businesses, with particular strengths in the financial and business services sectors, research and development, and advanced manufacturing. The Council's Employment Land Review<sup>33</sup> provides an overview of the economy of the Chelmsford City Area. The report highlights the size of the office market and the prominence of Chelmsford City Centre, connections to Central London but a lack of good quality office accommodation coupled with a lack of recent office development and the need for flexibility as a result of new hybrid working patterns. The report identifies that the industrial market has remained buoyant and active, with demand currently outperforming the existing supply of available industrial space. Despite this increase in demand, Chelmsford is not likely to become a sizeable logistics or industrial hub like other neighbouring authorities over the course of the next 5 years. The demand seen for industrial premises in Chelmsford is primarily for small to medium sized units (up to 5,000 sq.m) that aim to fulfil indigenous industrial needs, as opposed to larger scale distribution floorspace.
- 3.4.15 The Chelmsford City Council Authority Monitoring Report (2022-2023)<sup>34</sup> notes that: some 79.2% (92,400) of the population within the Chelmsford City Administrative area are economically active. Of the 92,400 Chelmsford residents who are economically active, 89,500 (76.5%) are in employment. This is 0.9% higher than the national average. The largest employment sectors in Chelmsford are human health and social work activities (16,000 people are employed within this sector), wholesale retail trade (13,000), education (9,000), professional, scientific and technical activities (7,000) and administrative and support services (7,000). The average gross weekly earning of a full-time worker in the Chelmsford administrative area is £689.90. This is 3.3% higher than the current East of England average.
- 3.4.16 Skills levels in Chelmsford are above the national and local average, with some 87% of residents having a recognised qualification (NVQ Level 1 and above) and 33.5% of the population are educated to NVQ Level 4 or higher. As a result, many Chelmsford residents are engaged in higher level occupations, with nearly half working in managerial, professional and technical roles, which is higher than regional and national averages. Conversely, employment in process plant, machine operative and elementary occupations is lower than regional and national averages.
- 3.4.17 New employment space has been consistently allocated through the Local Plan process. The City Centre has an office floorspace stock of approximately 4.7m sqft (437,000sqm), the largest stock anywhere in Essex<sup>35</sup> and it is recognised that the future growth of Chelmsford's economy will be dependent upon the provision of high quality development

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<sup>32</sup> Chelmsford City Council (2017) *Chelmsford Economic Strategy*. Available at: [A3 Chelmsford Economic Strategy](#)

<sup>33</sup> Chelmsford City Council (December 2023) Employment Land Review available at: [econ002-chelmsford-city-council-employment-land-review-2023.pdf](#)

<sup>34</sup> Chelmsford City Council (December 2023) Annual Monitoring Report available at: [AMR 2022-2023.cdr \(chelmsford.gov.uk\)](#)

<sup>35</sup> Chelmsford City Council (December 2023) Employment Land Review available at: [econ002-chelmsford-city-council-employment-land-review-2023.pdf](#)



opportunities, including high quality office space and industrial unit space, in order to attract new investors.

- 3.4.18 There is a significant amount of business activity taking place within the parishes and rural areas of the Chelmsford City Area.

## SKILLS AND EDUCATION

- 3.4.19 Skills levels in Chelmsford are above the national and local average, with some 82% of residents having a recognised qualification (NVQ Level 1 and above) and 33.9% of the population are educated to NVQ Level 4 or higher<sup>36</sup>. As a result, many Chelmsford residents are engaged in higher level occupations, with nearly half working in managerial, professional and technical roles, which is higher than regional and national averages. Conversely, employment in process plant, machine operative and elementary occupations is lower than regional and national averages.
- 3.4.20 Chelmsford is home to Anglia Ruskin University, one of the fastest growing universities in the UK. Chelmsford also hosts ARU Writtle, which delivers land-based degrees. Both campuses provide a range of research and consultancy services to businesses, working in partnership to add value to their business and are therefore important drivers of the local economy. In addition, Chelmsford College is developing its specialism in engineering, science and technology.
- 3.4.21 Essex County Council provides updated figures on the school places demand within the Chelmsford City Area in its 10 Year Plan – Meeting the demand for school places in Essex 2024-2033<sup>37</sup>. There is a need for new schools or the expansion of existing schools in order to meet the future demand for school places associated with population growth, at all levels, across the Chelmsford City Area which will be met through proposed new school proposals identified in the Local Plan, particularly associated with new communities.

## COMMUNITY FACILITIES AND SERVICES

- 3.4.22 Larger services such as schools and health facilities are predominantly focused within the two main urban areas of Chelmsford and South Woodham Ferrers. There is a high concentration of services and facilities within Chelmsford City Centre with a more limited range available at the five Principal Neighbourhood Centres which are Beaulieu, Chelmer Village, Gloucester Avenue, The Vineyards and Newlands Spring. In the rural areas beyond the Green Belt, the settlements of Bicknacre, Boreham, Broomfield, Danbury and Great Leighs have access to a good range of facilities and are located on important public transport corridors. These services may include primary schools, local employment opportunities, shops, community facilities, good public transport links, surgeries and green spaces. Other rural settlements have a more limited range of facilities and public transport services.

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<sup>36</sup> ONS (2021) Census Data [Build a custom area profile - Census 2021, ONS](#)

<sup>37</sup> <https://www.essex.gov.uk/sites/default/files/2024-01/School%20organisation%2010%20Year%20Plan%202024%20to%202033%20-%2030.01.24.pdf>

3.4.23 Chelmsford has a strong retail sector led by the City Centre. Chelmsford performs well against other towns in the sub-region<sup>38</sup> and is attractive to new investors given its socio-economic and demographic composition. This will continue to be a strong sector in Chelmsford and important to the local economy. The Retail Study update confirms that current allocations for comparison shopping in the City will meet future demand although there is evidence of reducing market shares across Chelmsford's retail centres.

### **LIKELY EVOLUTION OF THE BASELINE WITHOUT THE LOCAL PLAN**

3.4.24 The latest projections<sup>39</sup> estimate that the population of the Chelmsford City Area will increase by 15.25% between 2018 and 2043 requiring the provision of additional housing.

3.4.25 An ageing population of the Chelmsford City Area and wider Essex region means that the demand for specialist housing will increase.

3.4.26 There is a need for new schools or the expansion of existing schools in order to meet the future demand for school places associated with population growth, at all levels, across the Chelmsford City Area.

3.4.27 The size of the office market and the prominence of Chelmsford City Centre will continue. However, there is a lack of good quality office accommodation coupled with a lack of recent office development, along with a need for flexibility as a result of new hybrid working patterns.

3.4.28 The role of Chelmsford City Centre as the principal retail and business centre will continue and be attractive to new investors given its socio-economic and demographic composition, although there is evidence of a reducing market share.

### **KEY SUSTAINABILITY ISSUES**

- Overall, the need to create sustainable places where people want to live, work and relax.
- The need to enable housing growth, using the standard method to identify the minimum number of homes to be planned for and planning for a mix of accommodation to suit all household types.
- The need to make best use and improve the quality of the existing housing stock.
- The need to support the delivery of independent living housing for older people and people with disabilities.
- The need to deliver a range of employment sites to support economic growth.
- The need to ensure a flexible supply of land for employment development.
- The need to address the surplus of unsuitable office space in the City Centre.

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<sup>38</sup> Chelmsford City Council (2023) Retail Capacity Study Update. Available at: [retail-capacity-study-update-july-23.pdf](https://www.chelmsford.gov.uk/retail-capacity-study-update-july-23.pdf) ([chelmsford.gov.uk](https://www.chelmsford.gov.uk))

<sup>39</sup> ONS (2018) Subnational Population Projections for England: 2018-based projections. Available at: [Population projections for local authorities: Table 2 - Office for National Statistics](https://www.ons.gov.uk/population-projections-for-local-authorities-table-2-office-for-national-statistics)

- The need to support economic development in the rural areas of Chelmsford.
- The need to support the growth of new sectors linked to the growth of Anglia Ruskin University, such as medical technologies.
- The need to raise incomes and especially for those whose incomes are in the lowest quartile.
- The need to reduce out-commuting to London for work by encouraging businesses to invest and set up within Chelmsford.
- The need to tackle pockets of deprivation that exist in the area.
- The need to maintain and raise educational attainment and skills in the local labour force.
- The need to maintain and enhance the vitality of the City Centre and South Woodham Ferrers as well as the area's larger villages.
- The need to strengthen the convenience shopping role in Chelmsford City Centre and ensure that the neighbourhood and local centres continue to perform a strong convenience goods role which serves local needs.
- The need to address forecast deficits in, in particular, school places and early years and childcare provision.
- The need to support the City Area's educational establishments including Anglia Ruskin University and ARU Writtle.
- The need to safeguard existing community facilities and services and ensure the timely delivery of new facilities to meet needs arising from new development.
- The need to safeguard the identity of existing communities.
- The need to safeguard and maintain and enhance access to cultural and community facilities which benefit and support sustainable communities.

## 3.5 HEALTH AND WELLBEING

### Physical Health

3.5.1 The 2019 Health Profile for Chelmsford produced by Public Health England<sup>40</sup> identifies that the health of the people in Chelmsford is generally better than the England average and that the life expectancy of men and women in this area is higher than the England average. However, it was also identified that approximately 11.8% (3,550) children live in low income families within the area. It was also identified that the life expectancy for men in the most deprived areas of Chelmsford was 5.3 years lower (better than 2017) and 4.8 years lower for women (worse than 2017) than the areas of least deprivation.

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<sup>40</sup> Public Health England (2019) Chelmsford District Health Profile 2019. Available at: [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](https://www.phe.org.uk/local-authority-health-profiles-data)

- 3.5.2 Estimated levels of adult physical activity were higher than the England average in 2016, though by 2019 this has changed, with the levels of estimated activity being slightly lower in the Chelmsford City Area than the England average.
- 3.5.3 The rate of people killed and seriously injured on roads are higher than average in 2016 and this trend has continued in 2019 and is expected to continue to worsen, meaning more people are expected to die on the roads of the Chelmsford City Area than the average for England.
- 3.5.4 Rates of sexually transmitted infections and TB were better than the average for England, which is a trend that has continued into 2019. Rates of statutory homelessness in 2016 was lower than the England average. However, there has been a considerable change in both trends as of 2019, with the Chelmsford City Area now having a higher case of homelessness than the England average and this trend seems set to continue.
- 3.5.5 Rates of violent crime, long term unemployment, early deaths from cardiovascular diseases and early deaths from cancer are lower than or in keeping with the average for England in 2016 and these trends have continued to 2019.

### **Mental Health**

- 3.5.6 The rate of alcohol-related harm hospital stays is 560 per 100,000 population, lower than the average for England. This represents 942 stays per year. By 2019, this figure had risen to 582 alcohol specific hospital stays among those under 18, representing 1,008 admissions per year, which is still lower than the England average<sup>41</sup>.
- 3.5.7 The rate of self-harm hospital stays is 183 per 100,000 population. This represents 312 stays per year. By 2019, this figure has fallen to 150 per 100,000 population, representing 260 admissions per year to hospital and remains lower than the England average.
- 3.5.8 The estimated dementia diagnosis rate (for those aged 65 and over) in 2020 stands at 55.2% which is below that for England as whole (61.6%) reflecting that many people predicted to be suffering from dementia may not be being diagnosed.<sup>42</sup>
- 3.5.9 The suicide rate within the Chelmsford area (12.2 per 100,000) in 2020 is higher than that for the region (10.8 per 100,00) and England as a whole (10.4 per 100,000) and suicide rates have been increasing in recent years and have been above the England average since 2015<sup>43</sup>.

### **Children's Health**

- 3.5.10 In Year 6, 16.1% of children were classified as obese, which was lower than the average for England. By 2019 this has increased to 16.8% of children being classed as obese, a 0.7% increase since 2017<sup>44</sup>.

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<sup>41</sup> Ibid.

<sup>42</sup> Office for Health Improvement & Disparities (2022) Fingertips Local Authority Health Profiles. Available at:

[https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E07000070?place\\_name=Chelmsford&search\\_type=parent-area](https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E07000070?place_name=Chelmsford&search_type=parent-area)

<sup>43</sup> Office for Health Improvement & Disparities (2022) Fingertips Local Authority Health Profiles. Available at:

[https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E07000070?place\\_name=Chelmsford&search\\_type=parent-area](https://fingertips.phe.org.uk/profile/health-profiles/area-search-results/E07000070?place_name=Chelmsford&search_type=parent-area)

<sup>44</sup> Public Health England (2019) Chelmsford District Health Profile 2019. Available at: <https://fingertips.phe.org.uk/static-reports/health-profiles/2019/e07000070.html?area-name=chelmsford>

- 3.5.11 The rate of alcohol specific hospital stays among those under 18 was 19 per 100,000 population, lower than the average for England (2017). By 2019, this figure has dropped to 9 per 100,000 population, which has ensured Chelmsford is considerably lower than the average for England<sup>45</sup>.
- 3.5.12 Levels of teenage pregnancy, GCSE attainment, breastfeeding and smoking at time of delivery are also lower than the England average and this trend has continued to 2019<sup>46</sup>.

### Disability

- 3.5.13 It is predicted that there are 3,286 people (2.35% of the population) aged 18 plus in Chelmsford with a learning disability in 2019 which is very similar to Essex (2.34%), East region (2.34%) and England (2.36%)<sup>47</sup>. The number of people predicted to have a moderate or severe learning disability is 682 (0.49%) which is also the same as Essex (0.48%), East region (0.48%) and England (0.49%)<sup>48</sup>.
- 3.5.14 With regards to physical impairments, it is predicted that 11,287 people (10.01% of the population) aged 18 plus in Chelmsford have a physical impairment in 2019 which is very similar to Essex (10.13%) as a whole. The percentage of people considered to have day-to-day activities limited a little (24.3%) is similar to Essex as a whole (24.6%). However, the percentage of people who considered to have day-to-day activities limited a lot (18.4%) is lower than the Essex figure (21.5%).<sup>49</sup>

### Healthcare Provision

- 3.5.15 Healthcare provision in the Chelmsford City Area includes Broomfield Hospital and a range of private and NHS health care providers. There are also four private hospitals in Chelmsford and new GP surgeries at Danbury and South Woodham Ferrers and new healthcare facilities proposed as part of the major new development to the north-east of the City Centre. GP-patient ratio data for the NHS Mid Essex Clinical Commissioning Group highlights that, as at 2014, ratios were 1,654.3 patients per Full Time Equivalent (FTE) GP. This is above the UK average of 1,580 patients per FTE<sup>50</sup>.
- 3.5.16 Local priorities in Chelmsford include reducing obesity, reducing alcohol-related harm, helping people to age well, tackling homelessness and reducing suicide rates.

### OPEN SPACE

- 3.5.17 The provision of open space, sports and recreational facilities can play a significant role in the promotion of healthy lifestyles. As highlighted in Chelmsford City Council's Open Space Study<sup>51</sup>, there are 1,829.83 ha of accessible natural green space within the Chelmsford City Area. The Open Space study maps in detail current levels provision by

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<sup>45</sup> Ibid.

<sup>46</sup> Ibid.

<sup>47</sup> Essex County Council (2019) Joint Strategic Needs Assessment 2019 and District Profile Reports. Available at: <https://data.essex.gov.uk/dataset/exwyd/essex-jsna-and-district-profile-reports-2019>

<sup>48</sup> Ibid.

<sup>49</sup> Ibid.

<sup>50</sup> GP Online (2014) Huge variation in GP-patient ratio across England revealed. Available at: <http://www.gponline.com/exclusive-huge-variation-gp-patient-ratio-across-england-revealed/article/1327390>

<sup>51</sup> Chelmsford City Council (2016) Chelmsford Open Space Study 2016 – 2036. Available at: [www.chelmsford.gov.uk/media/etdfqfur/eb-101c-chelmsford-open-space-study-part-1-of-2.pdf](http://www.chelmsford.gov.uk/media/etdfqfur/eb-101c-chelmsford-open-space-study-part-1-of-2.pdf).

quantity and quality, and by implication deficits by individual settlement. Provision standards are set out and surpluses/deficits are calculated (Table 3.11).

**Table 3.11 Open Space Surpluses/Deficits**

Study Area	Allotments	Amenity Green Space	Park, Sport and Recreation Ground (public and private combined)	Park and Recreation Ground	Outdoor Sport (Pitches)	Outdoor Sport (Fixed)	Outdoor Sport (Private)	Play Space (Children)	Play Space (Youth)
Chelmsford	4.42	-8.27	-6.72	-31.40	13.05	4.26	7.37	-0.63	-2.82
Rural North	-0.46	7.32	0.63	-4.15	1.77	0.06	2.95	0.31	-0.19
Rural South	-2.81	1.84	23.33	-8.77	10.31	0.82	20.97	-0.05	-0.76
Rural West	0.78	3.11	3.71	0.14	1.93	0.11	1.53	0.21	-0.16
South Woodham									
Ferrers	-4.38	-4.48	-8.68	-15.63	6.50	0.00	0.45	-0.12	-0.70
Urban Areas	-4.83	13.34	-0.23	-35.79	16.66	3.44	15.46	0.07	-2.36

Source: Chelmsford Open Space Study Table 21

- 3.5.18 The importance of access to high quality open space is increasingly recognised as fundamental to quality of life and, as such, is likely to secure a higher profile in the future, and consequently currently detailed plan policies seek to remedy deficiencies through protection, enhancement and new provision, via open space standards.
- 3.5.19 For new development, principles of good design should be applied in respect of the standards of provision for different types of open space, in turn contributing to the achieving the aims of the City’s Green Infrastructure Strategic Plan<sup>52</sup>. This document sets out in detail access to natural greenspace across the City Area.

## CRIME

- 3.5.20 As of 2021, the overall crime rate in Chelmsford was 83 crimes per 1,000 people, which is 2.5% higher than the rate of Essex (81 per 1,000 residents)<sup>53</sup>. However, Chelmsford is considered to be the 53rd safest major town in England, Wales and Northern Ireland<sup>54</sup>. **Table 3.12** and **Figure 3.4** illustrate the historic crime rates for Chelmsford and the types and total crimes committed within the City Area as compared to Essex, respectively.

**Table 3.12 Historic Crime Rates for Chelmsford**

Year	Crime rate per 1,000 people	Total Crimes
2021	83	9,883

<sup>52</sup> Chelmsford City Council (2018) Chelmsford Green Infrastructure Strategic Plan available at: [www.chelmsford.gov.uk/media/52f1wk0/eb-021a-chelmsford-green-infrastructure-strategic-plan.pdf](http://www.chelmsford.gov.uk/media/52f1wk0/eb-021a-chelmsford-green-infrastructure-strategic-plan.pdf)

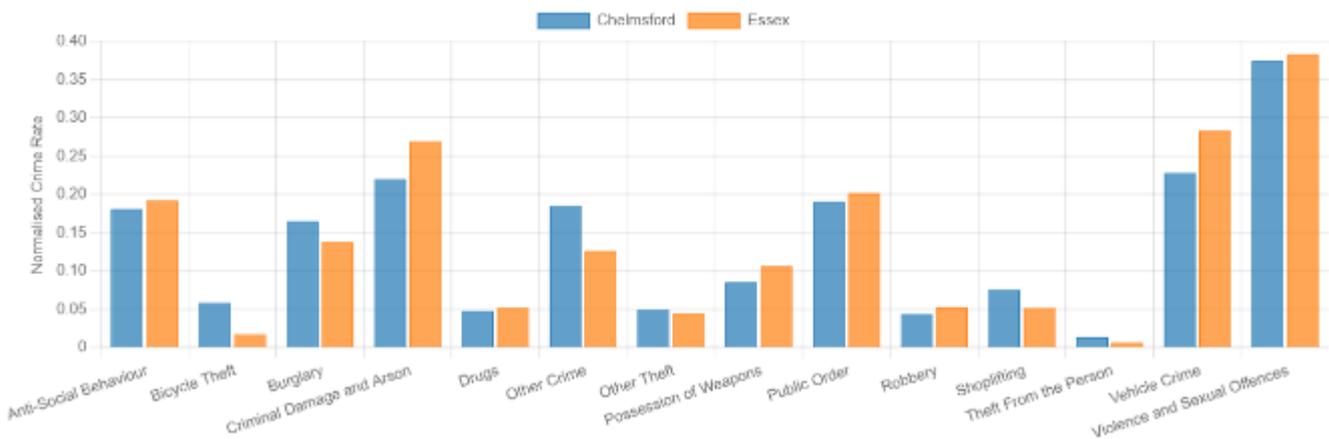
<sup>53</sup> CrimeRate (2021) Crime and Safety Chelmsford. Available at: <https://crimerate.co.uk/essex/chelmsford#:~:text=The%20overall%20crime%20rate%20in,of%2081%20per%201%2C000%20residents.&text=This%20is%204.5%25%20higher%20than,2020's%20crime%20rate%20of%2037,> accessed 15.02.2022.

<sup>54</sup> Ibid.

Year	Crime rate per 1,000 people	Total Crimes
2020	79	9,390
2019	90	10,664
2018	82	9,750
2017	70	8,273
2016	57	6,808

Source: CrimeRate<sup>55</sup>

**Figure 3.4 Crime in Chelmsford Compared to Essex**



## LIKELY EVOLUTION OF THE BASELINE WITHOUT THE REVIEW OF THE ADOPTED LOCAL PLAN

3.5.21 Chelmsford City Council’s vision for health and wellbeing is<sup>56</sup> *“to work with communities and residents to reduce health inequalities and improve the opportunities for adults and children so that they can enjoy a healthy, safe, and fulfilling life.”* This vision is supported by the overarching principles of:

- Partnership working;
- A focus on prevent of ill-health and early intervention;
- Increase communication and making use of technology;

<sup>55</sup> CrimeRate (2021) Crime and Safety Chelmsford. Available at: <https://crimerate.co.uk/essex/chelmsford#:~:text=The%20overall%20crime%20rate%20in,of%2081%20per%201%2C000%20residents.&text=This%20is%204.5%25%20higher%20than.2020's%20crime%20rate%20of%2037>

<sup>56</sup> Chelmsford City Council (2019) Health & Wellbeing Plan. Available at: [7-health-and-wellbeing-plan.pdf \(chelmsford.gov.uk\)](https://www.chelmsford.gov.uk/7-health-and-wellbeing-plan.pdf)

- Improve mental health and wellbeing; and
- Effective health service and self-care.

3.5.22 Chelmsford City Council's contribution to delivering better health outcomes, as set out above, is delivered within the context of a much wider local coalition of partners under the new public health arrangements. The Essex Joint Health and Wellbeing Strategy 2022 - 2026 (2022)<sup>57</sup> sets out the following vision:

*“To improve the health and wellbeing of all people in Essex by creating a culture and environment that reduces inequalities and enables residents of all ages to live healthier lives.”*

3.5.23 The Essex Joint Health & Wellbeing Strategy 2022-2026 sets out five key priorities:

- Improving mental health and wellbeing
- Physical activity and healthy weight
- Supporting long term independence
- Alcohol and substance misuse
- Health inequalities & the wider determinants of Health

3.5.24 The life expectancy of males within the most deprived area of Chelmsford has improved in recent years; however, the life expectancy of women in these areas has considerably worsened. Whilst the NPPF and existing Development Plan policies will be expected to help protect health and promote healthy lifestyles, the Review of the Adopted Local Plan will provide an opportunity to facilitate further the promotion of healthy lifestyles including through safeguarding existing open space and recreational facilities and addressing deficiencies. The Local Plan could also help to ensure the future provision of health facilities and services to meet local needs.

3.5.25 The latest data from Essex Police shows that in the year up to January 2022<sup>58</sup>, antisocial behaviour had reduced substantially, which may reflect the impact of the Covid 19 pandemic, but all crime had increased. Overall, the picture was mixed with, for example, 10 types of victim-based crime showing a reduction on the previous year but the majority (29) showing an increase. The baseline illustrates that Chelmsford continues to manage to keep its crime rates against various types of crime lower than or keeping with the average for Essex.

3.5.26 The Police and Crime Plan for Essex 2021-2024<sup>59</sup> has the following priorities:

- Further investment in crime prevention
- Reducing drug driven violence

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<sup>57</sup> Essex Health and Wellbeing Board (2022) *Essex Joint Health and Wellbeing Strategy 2022 – 2026* Available at: [Essex Joint Health and Wellbeing Strategy 2022 - 2026](#)

<sup>58</sup> Police, Fire and Crime Commissioner for Essex (2022) *Essex Police Performance*. Available at: <https://www.essex.pfcc.police.uk/essex-police-performance-2-2/>

<sup>59</sup> Police, Fire and Crime Commissioner for Essex (2021) *Police and crime plan 2021 – 2024*. Available at: <https://www.essex.pfcc.police.uk/what-we-are-doing/police-and-crime-plan/>

- Protecting vulnerable people and breaking the cycle of domestic abuse
- Reducing violence against women and girls
- Improving support for victims of crime
- Protecting rural and isolated areas
- Preventing dog theft
- Preventing business crime, fraud and cyber crime
- Improving safety on our roads
- Encouraging volunteers and community support
- Supporting our officers and staff
- Increasing collaboration

## KEY SUSTAINABILITY ISSUES

- The need to protect the health and wellbeing of Chelmsford's population.
- The need to promote healthy lifestyles and in particular reduce obesity and increase levels of physical activity.
- The need to plan for an ageing population.
- The need to address health inequalities, especially for those in the most deprived areas.
- The need to combat suicide and its causes.
- The need to protect and enhance open space provision across the Chelmsford City Area.
- The need to support high quality design that creates safe and secure communities.
- The need to safeguard existing health care facilities and services and ensure the timely delivery of new facilities and services to meet needs arising from new development.

## 3.6 TRANSPORT AND ACCESSIBILITY

### TRANSPORT INFRASTRUCTURE

- 3.6.1 There are several primary road routes within the Chelmsford City Area. The A12 is a trunk road and runs from London and the M25, centrally in a north-easterly direction onwards to Suffolk and Norfolk. Two other significant primary routes are the A130, which runs north-south across Essex, and the A414, which begins in Harlow and terminates in Maldon.
- 3.6.2 Chelmsford has two Park and Ride facilities (Chelmer Valley and Sandon) with frequent connections to the City Centre for commuters and shoppers.

3.6.3 Chelmsford rail station is one of the busiest in the East of England, accommodating around 5.8 million passenger trips per year in 2022-2023<sup>60</sup>. **Table 3.13** illustrates the estimated usage of the rail stations within the Chelmsford City Area. As can be seen, Chelmsford railway station remains, and will continue to be, the principal station for Chelmsford and the surrounding area.

**Table 3.13 Stations within Chelmsford and their estimated usage 2019-2021**

Station Name	Entries and Exits (2022-23)	Entries and Exits (2021-22)	Entries and Exits (2020-21)	Entries and Exits (2019-20)	Entries and Exits (2018-19)	Entries and Exits (2017-18)
Chelmsford	5,784,584	4,595,710	1,716,828	8,606,294	8,619,942	8,536,968
South Woodham Ferrers	250,598	237,966	71,784	473,240	510,558	546,564
Battlesbridge	19,086	18,712	5,580	19,848	21,108	16,804

Source: Office of Rail and Road<sup>61</sup>

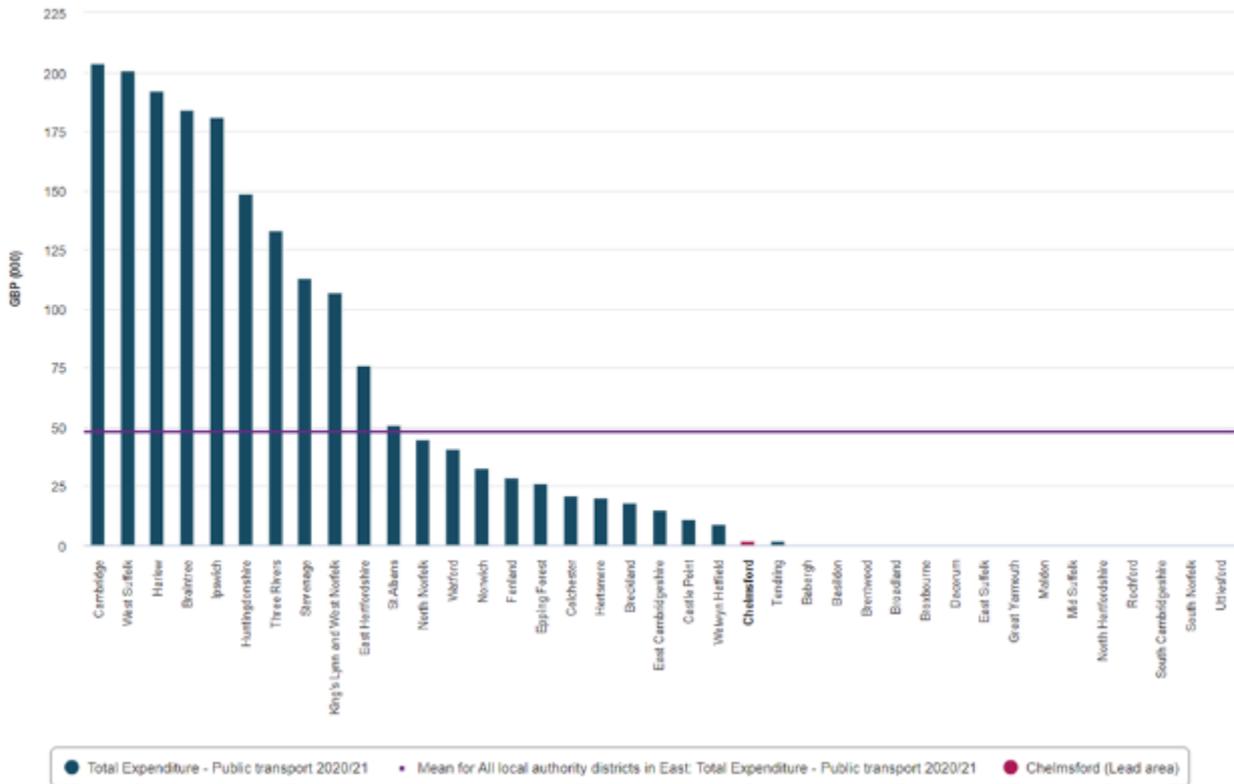
- 3.6.4 Regular services connect Chelmsford with London Liverpool Street (with up to ten trains per hour), Ipswich and Norwich. A recently completed programme of upgrade works, including train capacity, has enhanced the accessibility and usability of Chelmsford Station. Work on a new North East Chelmsford railway station (Beaulieu Park Rail Station) has commenced and is expected to be delivered in 2025/26. This will be a key element of the City’s planning strategy for the area, and will help to remove traffic from the outskirts of the city as part of the ‘Chelmsford future transport network – strategic zonal focus’. The station and Boreham Interchange together will comprise an important transport hub, which in turn, will help stimulate investment and development in the area north east of the station. Park and ride facilities are an important aspect of this approach.
- 3.6.5 Chelmsford is around 25 to 30 minutes' drive from London Stansted Airport (via the A130/A120), and London Heathrow, London Gatwick, London City, Luton and Southend airports are all within a 1-1.5hrs drive time.
- 3.6.6 The Global Commuting Index as reported on Uswitch, highlights that the UK as a whole has quite poor public transport and that the Chelmsford area scored 4.19/10 due to high public transportation costs and long commuting times<sup>62</sup>.
- 3.6.7 As illustrated in **Figure 3.5**, the Chelmsford City Area has limited spend on public transport/general transport perhaps reflecting relatively high costs facing residents/commuters.

<sup>60</sup> Office of Rail and Road (2023) Estimates of Station Usage. Available at: <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>.

<sup>61</sup> Office of Rail and Road (2023) Estimates of Station Usage. Available at: <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage>.

<sup>62</sup> Uswitch (2021) The best and worst area in the UK for commuting. Available at: <https://uswitchwidgets.rvupartners.co.uk/global-commuting-index/uk-ranked/index.html#>

**Figure 3.5 Total Expenditure – Public Transport (2020/21) for All local authority districts in East England**



Source: LG Inform<sup>63</sup>

## MOVEMENT

3.6.8 According to the 2011 Census, the average distance travelled to work by Chelmsford residents was 18.9 km in 2011 which represents an increase of approximately 4 km compared to 2001. Table 3.14 compares the distance travelled to work by residents in 2001 and 2011 and highlights that the proportion of people travelling less than 10km has decreased marginally whilst the proportion travelling over 10km has increased. The 2011 Census also illustrates that the primary means of travelling to work is by car or van (40.63%) with 9.18% of residents travelling by train. Note: the impact of COVID-19 on these volumes and patterns has yet to be determined.

<sup>63</sup> LG Inform (2021) Total Expenditure – Public transport in Tower Hamlets. Available at: [https://lginform.local.gov.uk/reports/lgastandard?mod-metric=8201&mod-area=E09000030&mod-group=AllUnitaryLainCountry\\_England&mod-type=namedComparisonGroup](https://lginform.local.gov.uk/reports/lgastandard?mod-metric=8201&mod-area=E09000030&mod-group=AllUnitaryLainCountry_England&mod-type=namedComparisonGroup)

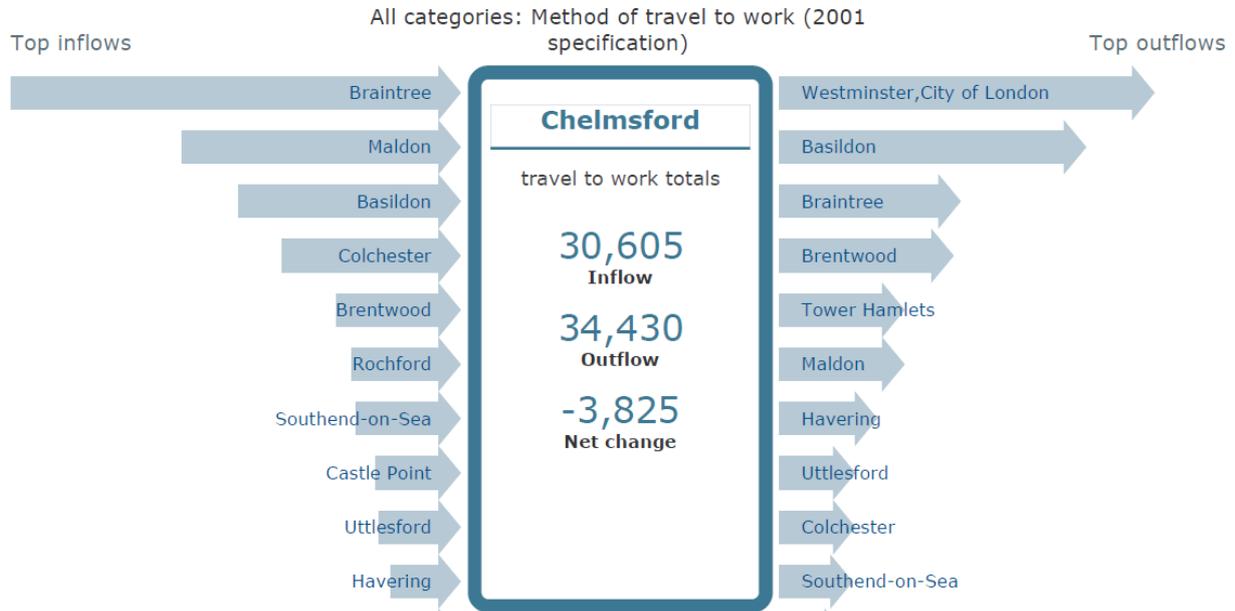
**Table 3.14 Distance Travelled to Work**

Distance Travelled to Work	Number of People (2001)	% of People in Employment (2001)	Number of People (2011)	% of People in Employment (2011)
Less than 2 km	14,069	17.03	14,061	16.26
2 km to less than 5 km	14,051	17	14,068	16.27
5 km to less than 10 km	7,630	9.23	7,708	8.91
10 km to less than 20 km	16,242	19.66	12,168	14.08
20 km to less than 30 km	7,138	8.64	5,357	6.2
30 km to less than 40 km	3,715	4.5	3,584	4.8
40 km to less than 60 km	2,143	2.59	11,698	13.53
60 km and over	1,556	1.88	1,569	1.81
Working from home	8,857	10.72	8,857	10.25
Other	7,220	8.73	7,381	8.54

Source: ONS (2001) *Census 2001*; ONS (2011) *Census 2011*.

- 3.6.9 Commuting flows indicate that there is a significant outflow of commuters from the Chelmsford City Area alongside a significant inflow. In 2011, a total of 30,605 workers commuted into Chelmsford from other local authorities whilst 34,430 residents commuted out of Chelmsford. This represents a net outflow of 3,825 workers.
- 3.6.10 Figure 3.6 shows the workplace destinations of the Chelmsford City Area’s workforce for 2011. It demonstrates that the majority of residents commuted to Westminster, City of London (5,702 people) followed by the neighbouring authorities of Basildon, Braintree and Brentwood. Braintree, meanwhile, was the origin of the most in-commuters to the local authority area (6,854 people).

**Figure 3.6 Workplace Destinations**

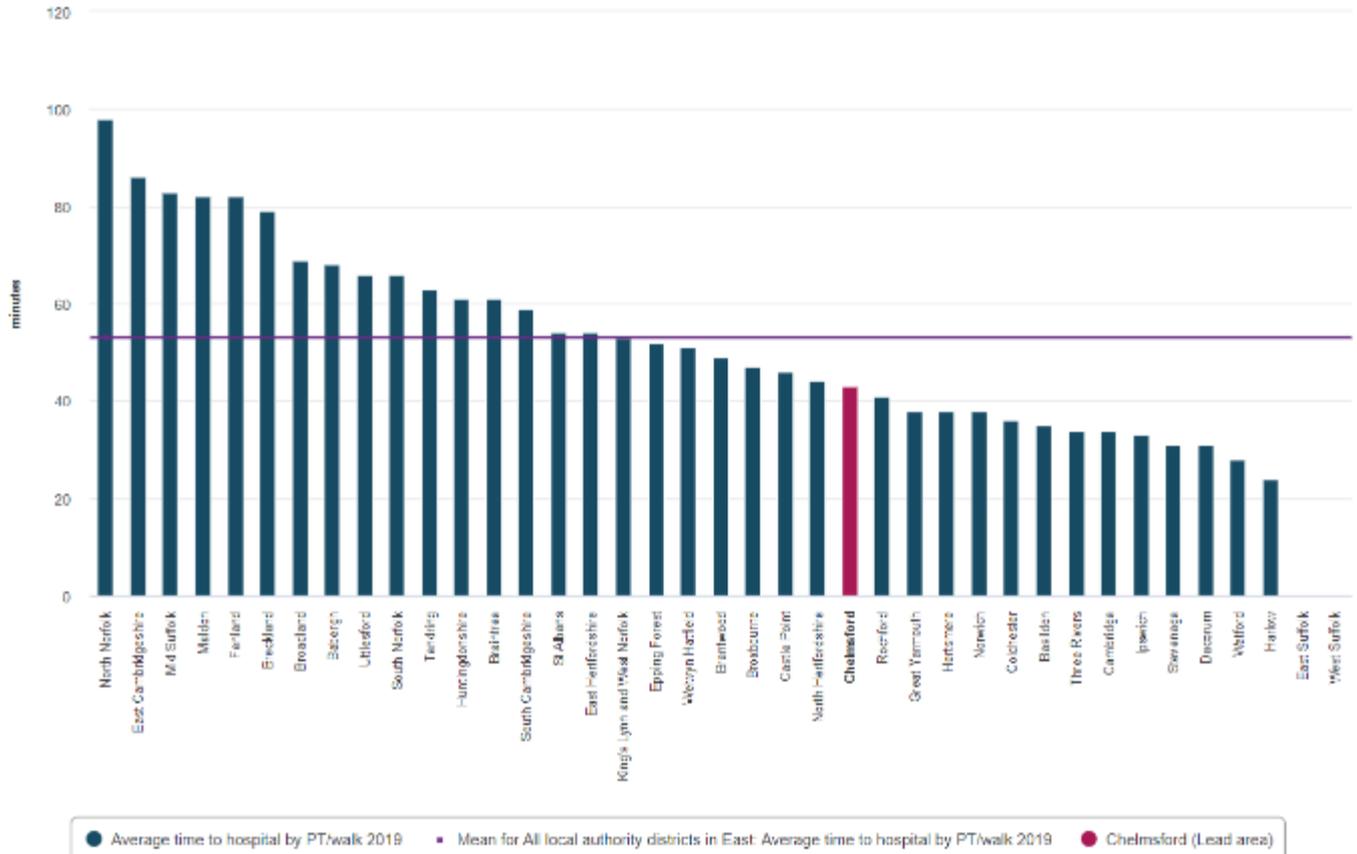


Source: NOMIS (2014) *Location of usual residence and place of work by method of travel to work*. Available at: <http://www.nomisweb.co.uk/census/2011/WU03UK/chart/1132462182>

- 3.6.11 Roads are considered to be operational when running at up to 90% capacity; the remaining 10% provides flexibility, resilience and reliability. Chelmsford’s road network is operating at 96% capacity during peak times, so sheer volume of traffic can lead to delays. There is not the available space in the City Centre to increase capacity on the existing roads, or to build new roads<sup>64</sup>.
- 3.6.12 The Chelmsford City Area benefits from having, relative to all other local authorities in the East, low travel times to a hospital through public transport or walking. The average time taken for such a journey by these transportation methods is 43 minutes in 2019 and Figure 3.7 highlights how this compares favourably against the other local authorities in the East. The time of 43 minutes in 2019 is consistent with the times such a trip would take<sup>65</sup>.

<sup>64</sup> Essex County Council (2016) *Chelmsford's future transport network*. Available at: <http://www.essexhighways.org/highway-schemes-and-developments/major-schemes/chelmsford-future-transport-network.aspx>  
<sup>65</sup> Ibid.

**Figure 3.7 Travel time in minutes to nearest hospital by public transport/walking (2019) for all local authority districts in East England**



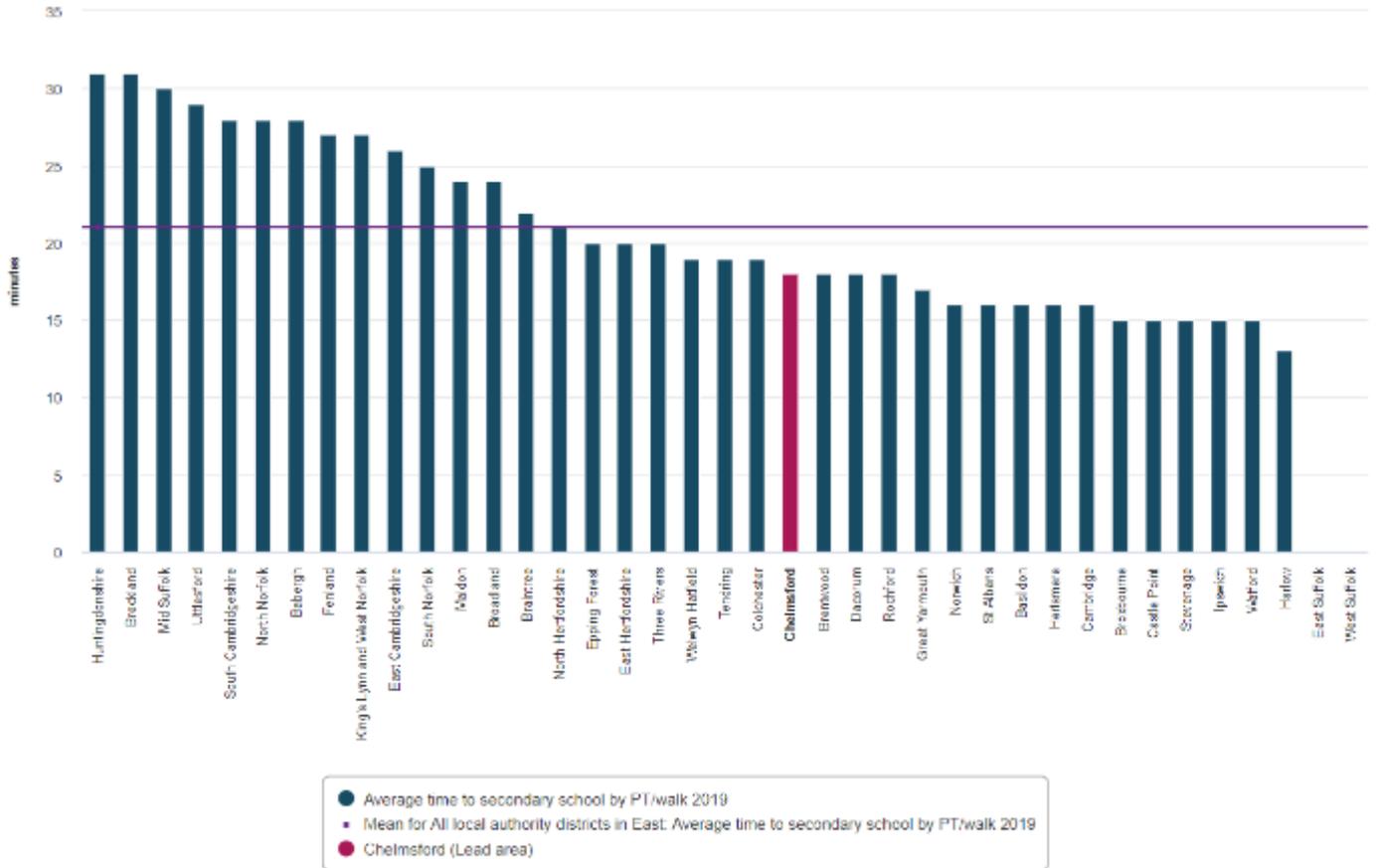
Source: LG Inform<sup>66</sup>

3.6.13 The Chelmsford City Area benefits from having accessible secondary schools by public transport or walking, with the average journey using these methods taking only 18 minutes. This compares favourably to the other local authorities in the East and compares well against the combined average for the East of England of 21 minutes, which can be seen in Figure 3.8. As there are usually a higher density of primary schools in an area when compared to secondary schools, Chelmsford also scored well against the accessibility of primary schools by walking or public transport as the average travel time of these journeys is nine minutes<sup>67</sup>.

<sup>66</sup> LG Inform (2021) Travel time in minutes to nearest hospital by public transport/walking in Chelmsford. Available at: [https://lginform.local.gov.uk/reports/lgastandard?mod-metric=10238&mod-area=E07000070&mod-group=AllDistrictInRegion\\_East&mod-type=namedComparisonGroup](https://lginform.local.gov.uk/reports/lgastandard?mod-metric=10238&mod-area=E07000070&mod-group=AllDistrictInRegion_East&mod-type=namedComparisonGroup).

<sup>67</sup> LG Inform (2021) Travel time in minutes to nearest primary school by public transport/walking in Chelmsford. Available at: [https://lginform.local.gov.uk/reports/lgastandard?mod-metric=10226&mod-area=E07000070&mod-group=AllDistrictInRegion\\_East&mod-type=namedComparisonGroup](https://lginform.local.gov.uk/reports/lgastandard?mod-metric=10226&mod-area=E07000070&mod-group=AllDistrictInRegion_East&mod-type=namedComparisonGroup).

**Figure 3.8 Travel time in minutes to nearest secondary school by public transport/walking (2019) for all local authority districts in East England**



Source: LG Inform<sup>68</sup>

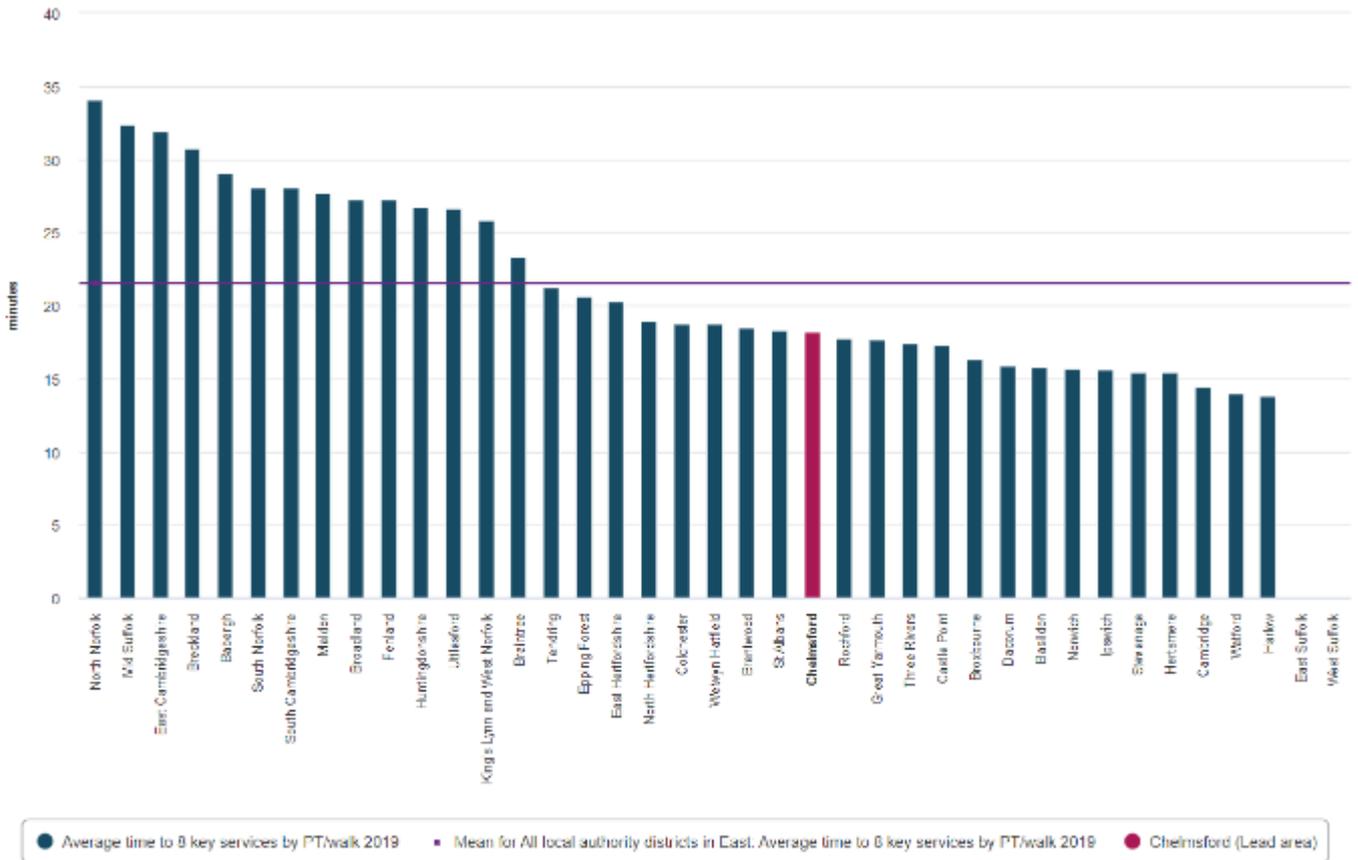
3.6.14 The Chelmsford City Area additionally benefits from low travel times by walking and public transport to 8 key services<sup>69</sup> (18.2 minutes), being below the average for such trips within the local authorities of the East (21.5 minutes), which is illustrated in Figure 3.9. Chelmsford also benefits from a good score with regard to travel time by cycling to 8 key services of 15.9 minutes, whilst the average for local authorities in the East is 19.5 minutes<sup>70</sup>.

<sup>68</sup> LG Inform (2021) Travel time in minutes to nearest secondary school by public transport/walking in Chelmsford. Available at: [https://lginform.local.gov.uk/reports/lgastandard?mod-metric=10229&mod-area=E07000070&mod-group=AllDistrictInRegion\\_East&mod-type=namedComparisonGroup](https://lginform.local.gov.uk/reports/lgastandard?mod-metric=10229&mod-area=E07000070&mod-group=AllDistrictInRegion_East&mod-type=namedComparisonGroup).

<sup>69</sup> The 8 key services are the average of minimum journey times to medium sized centres of employment (500-4999 jobs), primary schools, secondary schools, further education, GPs, hospitals, food stores and town centres.

<sup>70</sup> LG Inform (2021) Travel time in minutes to 8 key services by cycle in Chelmsford. Available at: [https://lginform.local.gov.uk/reports/lgastandard?mod-metric=10250&mod-area=E07000070&mod-group=AllDistrictInRegion\\_East&mod-type=namedComparisonGroup](https://lginform.local.gov.uk/reports/lgastandard?mod-metric=10250&mod-area=E07000070&mod-group=AllDistrictInRegion_East&mod-type=namedComparisonGroup).

**Figure 3.9 Travel time in minutes to 8 key services by public transport/walking in (2019) for all local authority districts in East England**



Source: LG Inform<sup>71</sup>

## LIKELY EVOLUTION OF THE BASELINE WITHOUT THE REVIEW OF THE ADOPTED LOCAL PLAN

3.6.15 An increase in population and households within the Chelmsford City Area will in-turn generate additional transport movements. Based on existing trends, the majority of these movements are likely to be by car with a continuation of (net) out-commuting but also substantial in-commuting. This could result in increased pressure on the local road network and public transport infrastructure with congestion on key trunks roads including the A12, A130 and A414 east and west of Chelmsford. In this regard, a number of junctions on the strategic highway network have capacity constraints and pinch points. Demand for rail transport is also expected to increase.

<sup>71</sup> LG Inform (2021) Travel time in minutes to 8 key services by public transport/walking in Chelmsford. Available at: [https://lginform.local.gov.uk/reports/lqastandard?mod-metric=10249&mod-area=E07000070&mod-group=AllDistrictInRegion\\_East&mod-type=namedComparisonGroup](https://lginform.local.gov.uk/reports/lqastandard?mod-metric=10249&mod-area=E07000070&mod-group=AllDistrictInRegion_East&mod-type=namedComparisonGroup).

3.6.16 Essex County Council's vision for Chelmsford's future transport network is follows<sup>72</sup>:

*"For Chelmsford's transport system to become 'best in class' rivalling similar cities across the UK offering enhanced connectivity, and access to opportunities for residents, visitors and businesses to support the sustainable economic growth of the city."*

3.6.17 To ensure the delivery of this vision, funding from planning obligations has been secured<sup>73</sup> to deliver a variety of schemes following a zonal approach. The central zone will focus on improving the quality of the public realm, managing traffic efficiently and providing alternative sustainable transport options. The mid zone focuses on journeys within the City limits, 56% of which are currently made by private car. Sustainable alternatives to the private car will be identified and walking and cycling will be promoted. In the outer zone, which targets journeys from outside Chelmsford, schemes will focus on encouraging rail use, removing traffic from the outskirts of the City and using signage to direct drivers to the most appropriate routes.

3.6.18 The adopted Local Plan 2020 also includes a number of policies and proposals to enhance transport in the local authority area. Specific developments include the Chelmsford North East By-pass (with Phase 1 expected to open in 2026) and the new Beaulieu Park Rail Station (referenced above), in addition to capacity improvements at the existing station, transport links between new neighbourhoods and Chelmsford City Centre, consideration of additional Park and Ride sites, bus priority and bus-based rapid transit (ChART). Improvements to the A12: junction 19 (Chelmsford North) to junction 25 (A120 interchange) are also planned by National Highways with widening to provide three lanes between Chelmsford and Colchester. In this context, it would be expected that some transport improvements would be delivered independently of the Review of the Adopted Local Plan. Chelmsford City Council has also been involved with developing transport improvements for north/west Chelmsford, including initiatives such as DigiGo which is a fully electric shared public transport service offering on-demand or pre-bookable travel.<sup>74</sup>

3.6.19 The adopted Local Plan 2020 provides within its Strategic Policy S9 a long list of infrastructure requirements it will try to attain throughout its lifetime in order to improve the infrastructure of Chelmsford, especially in places where it is desperately needed<sup>75</sup>. The Local Plan also seeks to encourage the use of Park and Ride facilities and encourage the creation of new Park and Ride facilities and to improve the pedestrianisation of the area. Strategic Policy S10 supports Policy S9 by trying to ensure the financial contributions required in order to implement needed infrastructure and to ensure new infrastructure is in the best/most suitable places possible.

3.6.20 The Chelmsford City Area does benefit from accessible educational facilities, with travel times to primary schools and secondary schools being relatively low. Travel times to 8 key services by cycling, walking and public transport, showing that such services are currently well positioned across the area to ensure they are accessible.

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<sup>72</sup> Ibid

<sup>73</sup> Chelmsford City Council (March 2022) Infrastructure Funding Statement 2020/21

<sup>74</sup> See: <https://www.essexhighways.org/digigo>

<sup>75</sup> Ibid.

## KEY SUSTAINABILITY ISSUES

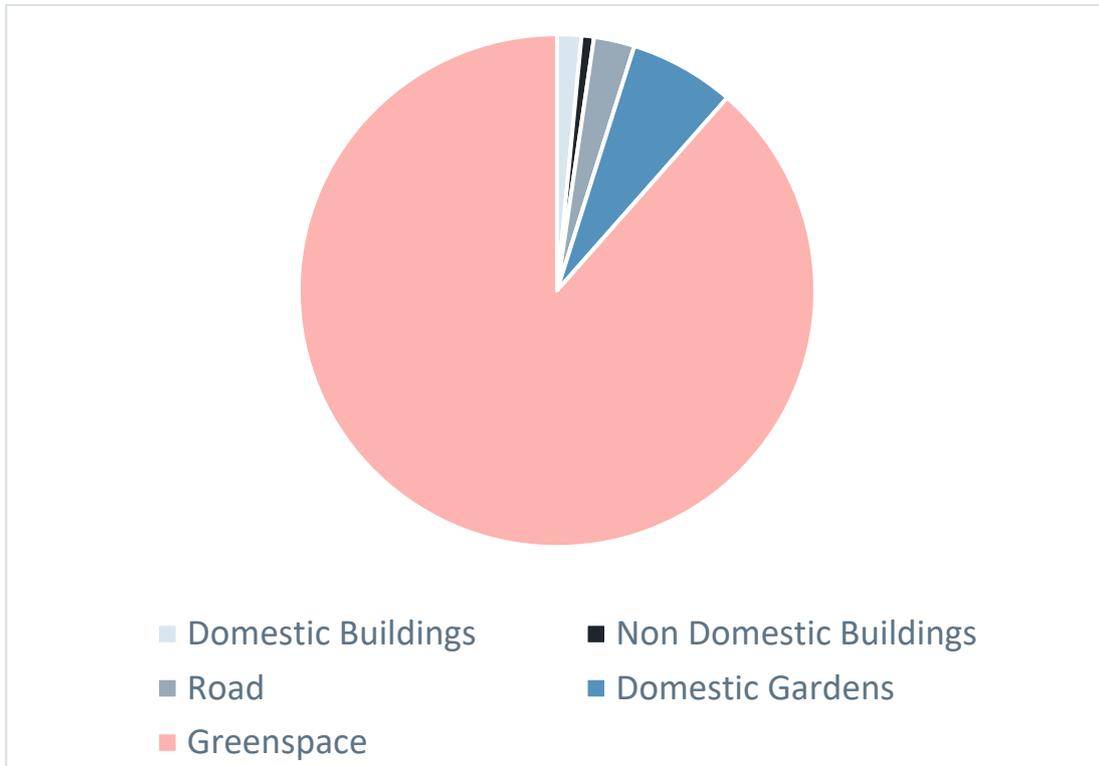
- The need to ensure timely investment in transport infrastructure and services through securing developer funded works or contributions and other sources of funding.
- The need to address congestion, particularly on and around the main A12, A130 and A414 transport corridors.
- The need to address existing junction capacity issues.
- The need to enhance the connectivity of more remote settlements, particularly to the north of the Chelmsford City Area.
- The need to encourage alternative modes of transport to the car, including the expansion of park and ride sites.
- The need to ensure that new development is accessible to a range of community facilities and services and jobs so as to reduce the need to travel.
- The need to reduce out-commuting by creating a stronger employment market within the Chelmsford City Area.
- The need to encourage walking and cycling, as part of active travel.
- The need to encourage the use of public transport, and in particular key transport interchanges between different modes, namely bus and rail.
- The need to encourage car sharing, especially along heavily congested transport corridors.
- The need to address congestion in and around the City Centre.
- The need to investigate more innovative and creative ways to tackle behaviour change, rather than simply the monitoring of travel patterns.

## 3.7 LAND USE, GEOLOGY AND SOILS

### LAND USE

- 3.7.1 **Figure 3.10** illustrates the key land uses in the Chelmsford City Area (as at 2005) and highlights that the majority of the area (84.7%) was classified as green space, slightly lower than the regional average of 88.1% and national average of 87.5%.

**Figure 3.10 Land Use**



## GEOLOGY

- 3.7.2 The geology of the Chelmsford City Area can be separated into two areas; Northern areas are underlain by the London Clay Formation (composed of clay, or silty clays with small calcareous nodules and selenite crystals), southern areas are characterised by outcrops of the Claygate Beds (silts and silty clays with inter-bedded fine grained sands) overlying the London Clay and are generally found associated with higher ground. Occasionally, the Bagshot Beds (fine grained sands) are found overlying the Claygate Beds. Near Tye Green, the Bagshot Beds are overlain by the Bagshot Pebble Bed (approximately 4m of rounded black flint pebbles).
- 3.7.3 Drift deposits overlying the solid geology consist mainly of the Lowestoft Formation in the northern area of the local authority area, which comprises Glaciofluvial Deposits, Till and Glaciolacustrine Deposits except in the areas around large river channels where Head Deposits are prevalent. In the southern part of the Chelmsford City Area, the predominant superficial deposits are the Head Deposits. River Terrace Deposits and alluvium tend to be located around river channels.<sup>76</sup>
- 3.7.4 There are two designated sites of geological interest in the Chelmsford City Area, River Ter SSSI and Newney Green Pit SSSI. River Ter SSSI is representative of a lowland

<sup>76</sup> British Geological Survey (1975) Geological Survey of England and Wales. Available at: <http://www.bgs.ac.uk/data/maps/maps.cfc?method=viewRecord&mapId=9660>

stream with a distinctive floor regime. In addition, the site demonstrates characteristic features of a lowland stream including pool-riffle sequences, bank erosion, bedload transport and dimensional adjustments to flooding frequency.<sup>77</sup> Newney Green Pit SSSI, meanwhile, provides exposures in the important Middle Pleistocene sequence first recognised in Suffolk, namely Kesgrave (Thames) Gravel, with a Cromerian Palaeosol (fossil soil horizon) developed in its upper layers, and overlain by the Lowestoft (Anglian) Till.<sup>78</sup>

## SOILS

- 3.7.5 The Agricultural Land Classification (ALC) system developed by Defra provides a method for assessing the quality of farmland. The system divides the quality of land into five categories, as well as non-agricultural and urban. The ‘best and most versatile land’ is defined by the NPPF as that which falls into Grades 1, 2 and 3a.
- 3.7.6 Best and most versatile agricultural land in the Chelmsford City Area generally lies to the north/north west of the Chelmsford Urban Area and which is characterised by Grade 2 (‘Very Good’) quality land. Land to the south of the urban area, meanwhile, is predominantly Grade 3 (‘Good’) agricultural land.

## LIKELY EVOLUTION OF THE BASELINE WITHOUT THE REVIEW OF THE ADOPTED LOCAL PLAN

- 3.7.7 National planning policy encourages the effective use of land by re-using land that has been previously developed and also seeks to protect the best and most versatile agricultural land. Similarly, the adopted Local Plan 2020 seeks to avoid the significant, irreversible or permanent loss of the best and most versatile agricultural land (see Policies S1, S7 and S8, for example) and promotes the use of previously developed land. However, if councils do not have a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements, the NPPF’s presumption in favour of sustainable development can often outweigh other national and local policy constraints.
- 3.7.8 The Council has produced an assessment of the capacity of future development sites. The April 2023 Five Year Housing Land Supply Position Statement<sup>79</sup> and associated Site Schedule show there is a supply of 7,474 dwellings forecast to be completed in the next 5 years. On the basis of the five year housing requirement and the forecasted housing supply, Chelmsford City Council can demonstrate a suitable supply of housing for over 8 years:

## KEY SUSTAINABILITY ISSUES

- The need to encourage development on previously developed (brownfield) land.
- The need to make best use of existing buildings and infrastructure.

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<sup>77</sup> Natural England (2017) *River Ter* SSSI. Available at:

<https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=S2000058&SiteName=&countyCode=15&responsiblePerson=>

<sup>78</sup> Natural England (2017) *Newney Green Pit* SSSI. Available

at: <https://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1003975>

<sup>79</sup> Chelmsford City Council (April 2023) Five-Year Housing Land Supply Position Statement, at: [5-year-land-supply-position-statement-april-2023.pdf \(chelmsford.gov.uk\)](https://www.chelmsford.gov.uk/5-year-land-supply-position-statement-april-2023.pdf)

- The need to protect the best and most versatile agricultural land.
- The need to protect and enhance sites designated for their geological interest.

## 3.8 WATER

### WATER QUALITY

- 3.8.1 The majority of the Chelmsford City Area is located within the River Chelmer catchment. The River Chelmer drains a 648 km<sup>2</sup> catchment in south Essex. The River Chelmer, which rises upstream of Thaxted, flows in a south eastwards direction to Chelmsford. The River Wid is a major tributary to the River Can which itself joins the River Chelmer in Chelmsford. Downstream of Chelmsford, the River Chelmer is canalised and flows eastwards to the tidal discharge point at Beeleigh Falls near Maldon. At the southern extremity of the local authority area, South Woodham Ferrers is situated within the River Crouch catchment.
- 3.8.2 The other watercourses within the Chelmsford City Area are:
- Roxwell Brook;
  - Boreham Brook;
  - Newlands Brook;
  - One Bridge Brook Chignall;
  - Baddow Meads Ditch;
  - Fen Brook;
  - Rettendon Ditch;
  - Runwell Brook;
  - Margaretting Brook;
  - Sandon Brook;
  - Sandon Brook East Arm; and
  - Eyotts Farm Ditch.
- 3.8.3 The RBMP highlights that the most common pressures for not achieving good status or potential include:
- physical modification from agriculture and rural land management
  - phosphates from agriculture and rural land management; and
  - dissolved oxygen from agriculture and rural land management and the water industry.
- 3.8.4 For groundwater quality, the main reasons for poor status were high or rising nitrate concentrations, with some failures for pesticides and other chemicals. The main reason for poor quantitative status was that abstraction levels – mainly for drinking water – exceeded the rate at which aquifers recharge.

3.8.5 The Chelmsford City Area falls within the Combined Essex Management Catchment (Figure 3.11) and Chelmer Operational Catchment. Data from 2019<sup>80</sup> records a mixed picture of ecological and chemical status with room for improvement across both measures (Table 3.15).

**Table 3.15 Ecological and Chemical Status of Water Bodies and Water Body Elements in the Essex Combined Management Catchment 2019**

Ecological status or potential	Bad	Poor	Moderate	Good	High	Total
Number of water bodies	0	14	52	4	0	70
Number of water body elements	15	56	83	112	381	647
Chemical status		Fail	Good	Total		
Number of water bodies		70	0	70		
Number of water body elements		181	830	1011		

**Figure 3.11 The Essex Combined Management Catchment**



<sup>80</sup> <https://environment.data.gov.uk/catchment-planning/ManagementCatchment/3018/classifications>

## WATER RESOURCES

- 3.8.6 The public water supply for the Chelmsford City Area is provided by Essex & Suffolk Water (E&SW). Chelmsford lies within the Essex Water Resource Zone (WRZ) bounded by the Thames Estuary in the south and the Essex coastline as far north as Salcott in the east. The intrinsic water resources include the Essex rivers, the Chelmer, Blackwater, Stour and Roman River which support pumped storage reservoirs at Hanningfield and Abberton (which has recently been enlarged and enhanced to provide long term water resources for Essex), and treatment works at Langford, Langham, Hanningfield and Layer. The remaining water sourced from inside the Essex WRZ (approximately 3% of total water supplied in the zone) is derived from groundwater via Chalk well and adit sources in the south and south west of the zone at Linford, Stifford, Dagenham and Roding, each with on-site treatment. Water transferred into the Essex supply area comes from two sources, namely the Chigwell raw water bulk supply from Thames Water's Lee Valley Reservoirs and the Ely and Ouse to Essex Transfer Scheme<sup>81</sup>.
- 3.8.7 A Water Cycle Study (WCS) was prepared for the City Area in 2018,<sup>82</sup> and The Water Cycle Study (2024)<sup>83</sup> identifies some constraints with respect to water service infrastructure and the water environment to deliver development, likely to require that strategic water resource options and wastewater solutions are developed in advance of development coming forward.
- 3.8.8 The draft Essex and Suffolk Water Resource Management Plan 2024 identifies that without further investment in things like expanding reservoirs and other sources of water, that demand for water will begin to outpace supply in the future (2030+). This is also due to changes in the rules governing how much water, water companies can take from existing sources that will come into force after 2030.
- 3.8.9 In total, three Water Recycling Centres (WRCs) will serve to manage the wastewater of the proposed future development across the City Area. Two of these, Great Leighs and South Woodham Ferrers, are considered to require revised quality conditions (permits) to accommodate the future development proposed in the period 2021-2041. Upgrades may be required to the WRC and careful development phasing is also recommended. The Chelmsford WRC is considered to have sufficient capacity.
- 3.8.10 The WCS also identifies that there is significant water demand stress across the City Area. In consequence, there are key drivers requiring that water demand is managed across the area for all new development, in order to achieve long term sustainability in terms of water resources. Overall, the WCS concludes there are no constraints with respect to water services infrastructure and the water environment to delivering development on the basis that strategic water resource options and wastewater solutions are developed in advance of development coming forward.
- 3.8.11 The WCS notes (p.174) that *"AWS and CCC should work with the EA to find the most suitable solution or combination of solutions to address the identified risk at each WRC"*

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<sup>81</sup> Essex and Suffolk Water (2024) Draft Water Resources Management Plan 2024. Available at: [Draft Water Resources Management Plan 2024 consultation \(eswater.co.uk\)](https://www.eswater.co.uk/consultation/2024/)

<sup>82</sup> Chelmsford City Council (2024) Water Cycle Study Update 2024.

<sup>83</sup> Chelmsford City Council (February 2024) Chelmsford City Council Water Cycle Study

identified above. It has not yet been fully confirmed if the potential solutions discussed above can be implemented in a timely manner to fully address the risk of meeting the ‘no deterioration’ policy appropriately within the plan period, based on the current proposed development trajectories (development timings and number of dwellings) used within this Detailed WCS. Therefore, CCC must prevent development occurring ahead of capacity at the WRC becoming available either by taking a stepped approach or by redirecting some development into another WRC catchment with sufficient capacity if needed.” Policy S4 of the Review of the Adopted Local Plan seeks to address this matter through requiring that developers demonstrate the existence of sufficient waste water treatment capacity.

- 3.8.12 The Regional Water Resources Plan for Eastern England<sup>84</sup> describes the entire Eastern England as being ‘seriously water stressed’, with demand likely to double by 2050. It is noted that: “while future water demand drivers from population and housing growth are significant, these could be largely offset through demand management measures such as leakage reduction and a focus on household and non-household water efficiency, enabled by an increase in measures such as smart metering.” However, “water demand management alone is not going to provide sufficient water to enable the region’s environmental vision to be realised while also aiming to support water-dependent economic activity. Significant new infrastructure will be required.”

## FLOOD RISK

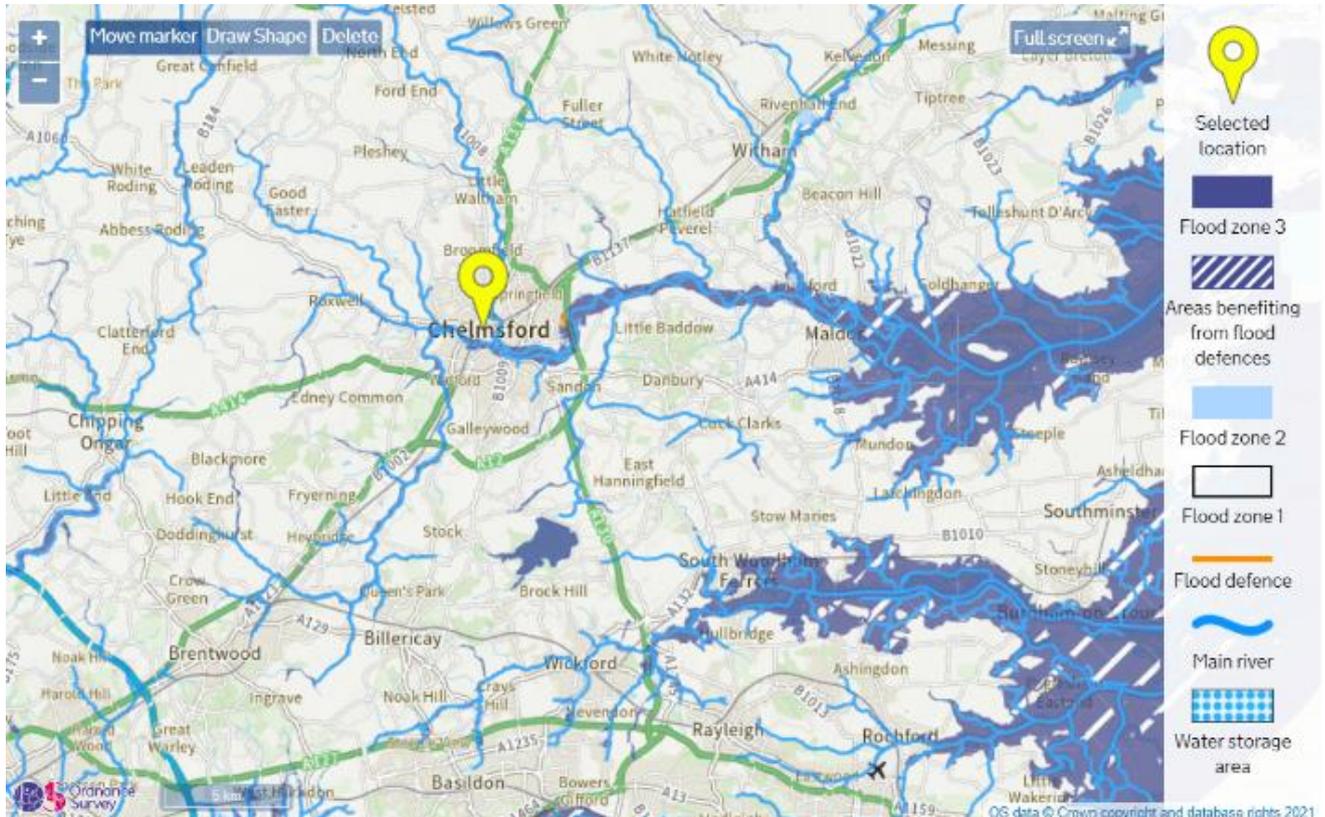
- 3.8.13 The NPPF seeks to ensure that flood risk is taken into account at the plan making stage in order to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk. **Figure 3.12** shows the prevalence of Flood Zones 2 and 3 across the Chelmsford City Area.
- 3.8.14 The 2017 Strategic Flood Risk Assessment (SFRA) for the Chelmsford City Area highlights that Chelmsford has historically been subject to flooding from several sources of flood risk. The primary fluvial flood risk is associated with the River Chelmer and its tributaries. The main urban area at risk is Chelmsford City. Other areas that are shown to be at risk include Margaretting, Bicknacre and Writtle. The primary tidal flood risk is associated with the tidal River Crouch, Fenn Creek and Clements Green Creek. The main urban area at risk is South Woodham Ferrers. However, much of the area benefits from defences consisting of sea walls and embankments. The SFRA is also being updated to inform the Preferred Options
- 3.8.15 The Risk of Flooding from Surface Water map<sup>85</sup> shows a number of prominent overland flow routes; these predominantly follow topographical flow paths of existing watercourses or dry valleys with some isolated ponding located in low lying areas. In addition, a number of these follow local road infrastructure. Surface water flooding is shown to be a risk to the majority of towns and villages within Chelmsford. The sewers are managed by Anglian Water<sup>86</sup>.

<sup>84</sup> Water Resources East (2023) The Regional Water Resources Plan for Eastern England available at: <https://wre.org.uk/projects/the-regional-plan/>

<sup>85</sup> Environment Agency (2024) *Extent of flood risk from surface water*. Available at: [See flood risk on a map - Check your long term flood risk - GOV.UK \(check-long-term-flood-risk.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/123456/See_flood_risk_on_a_map_-_Check_your_long_term_flood_risk_-_GOV.UK_(check-long-term-flood-risk.service.gov.uk))

<sup>86</sup> Chelmsford City Council (2017) *Level 1 Strategic Flood Risk Assessment*. Available at: [www.chelmsford.gov.uk/media/odzpfzsk/eb-106a-chelmsford-sfra-level-1-and-level-2-january-2018.pdf](http://www.chelmsford.gov.uk/media/odzpfzsk/eb-106a-chelmsford-sfra-level-1-and-level-2-january-2018.pdf)

**Figure 3.12 Environment Agency Flood Zone Map Zones 2 and 3**



Source: Environment Agency Flood Zone Map (2021)

**LIKELY EVOLUTION OF THE BASELINE WITHOUT THE REVIEW OF THE ADOPTED LOCAL PLAN**

- 3.8.16 The projected increase in the population of the Chelmsford City Area will result in increased pressure on water resources which could affect water availability and quality. However, the WCS indicates that the local water infrastructure can be upgraded to meet the increased demand for both wastewater management and potable drinking water.
- 3.8.17 The RBMP anticipates an improvement in the ecological status of surface water bodies and the quantitative states of groundwater bodies whilst the chemical status of surface water bodies and groundwater bodies are likely to remain the same.
- 3.8.18 The Chelmsford Surface Water Management Plan (2014) outlines the preferred surface water management strategy for Chelmsford. It establishes a long-term action plan to support the management of surface water flood risk across the City Area<sup>87</sup>.

<sup>87</sup> Chelmsford CC and the Environment Agency have been working together for many years to develop a flood alleviation scheme for the City. This project is currently in development working towards delivery later in the 2020s. Options are

3.8.19 Taking into account national planning policy set out in the NPPF and adopted Local Plan policy, it is expected that flood risk would be managed without the Review of the Adopted Local Plan. The Chelmsford Flood Resilience Partnership will identify strategic flood defence measures required to protect existing development in Chelmsford City Centre. However, flood risk has the potential to be a significant constraint on future development and there is an increased risk that new development could be inappropriately sited without up-to-date policy and site allocations. Further, opportunities to ensure the timely delivery of flood alleviation schemes may not be realised.

## KEY SUSTAINABILITY ISSUES

- The need to protect and enhance the quality of water sources in the Chelmsford City Area.
- The need to promote the efficient use of water resources.
- The need to ensure the timely provision of new water services infrastructure to meet demand arising from new development.
- The need to locate new development away from areas of flood risk, taking into account the effects of climate change.
- The need to ensure the timely provision of flood defence/management infrastructure.

## 3.9 AIR QUALITY

3.9.1 Legislative frameworks and guidance in relation to air quality have been established at both the European and UK level. Policies aim to reduce exposure to specific pollutants by reducing emissions and setting targets for air quality. Policies are driven by the aims of the EU Air Quality Directive (2008/50/EC)<sup>88</sup>. The key objective is to help minimise the negative impacts on human health and the environment. The Directive sets guidance for member states for the effective implementation of air quality targets.

3.9.2 The UK's National Air Quality Strategy<sup>89</sup> sets health-based standards for eight key pollutants and objectives for achieving them. This is to ensure a level of ambient air quality in public places that is safe for human health and quality of life. It also recognises that specific action at the local level may be needed depending on the scale and nature of the air quality problem.

3.9.3 The main source of air pollution in Chelmsford is road traffic emissions from major roads, notably the A12, A414, A138, A130 and B1016. Other pollution sources, including

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currently being assessed and are likely to involve a combination of upstream storage, natural flood management, amendments to the channel to improve conveyance, and localised defences. Developing this will involve working with partners and landowners and as part of the Local Plan the potential for the scheme should be considered as land may need to be set aside to enable delivery of the scheme [EA Communication, 30/05/22].

<sup>88</sup>European Commission (2008) Directive 2008/50/EC on ambient air quality and cleaner air for Europe. Available at:

<http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:32008L0050>

<sup>89</sup> Department for Environment, Food and Rural Affairs in partnership with the Scottish Executive, Welsh Assembly Government and Department of the Environment Northern Ireland (2007) *The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, Volume 1*. Available at:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf)

commercial, industrial and domestic sources, also make a contribution to background pollution concentrations.

- 3.9.4 Air pollution, through nitrogen deposition, acid deposition and toxic effects, directly and indirectly affects the health of the natural environment. Whilst some emissions (such as nitrogen oxides associated with the burning of fossil fuels) have fallen overall, others such as ammonia have remained high. Localised effects associated with pollutants can be severe, where, for example nitrogen enrichment encourages nitrogen-tolerant plant growth (such as along road verges), eutrophication of water bodies and inhibition of lichen growth.
- 3.9.5 The 2021 Local Air Quality Monitoring Report, which explicitly states that air pollution in 2020 reduced significantly due to the Covid-19 pandemic<sup>90</sup>. Subsequently, and with a return to 'normal' traffic levels, the Local Air Quality Monitoring Report (2023)<sup>91</sup> identifies that:
- There is a long term downwards trend of monitored NO<sub>2</sub> air pollution.
  - No exceedances of the air quality objectives have been identified in 2022.
  - No exceedances of the air quality objectives at relevant exposure have occurred within the last three years.
  - There are no new developments that will have a significant impact on air quality.
- 3.9.6 The two Air Quality Management Areas (AQMAs) at the Army and Navy Roundabout and A414 Maldon Road, Danbury have been revoked<sup>92</sup> following the recording of no exceedances over the previous 5 years.

## LIKELY EVOLUTION OF THE BASELINE WITHOUT THE REVIEW OF THE ADOPTED LOCAL PLAN

- 3.9.7 As part of the schemes have been put in place to address air quality. **Table 3.16** summarises the investments in sustainable transport infrastructure associated with the City Growth Package<sup>93</sup>. More widely, the development of Park & Ride schemes at Chelmer Valley and Sandon will continue to contribute to changes in patterns of travel behaviour and consequent effects on air quality,
- 3.9.8 To complement the successful CyclePoint secure cycle storage facilities installed at Chelmsford rail station in 2014, the Council has installed thirteen toast-rack bike stands in the Fairfield Road car park and Marconi Plaza to provide additional parking for up to 130

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<sup>90</sup> Chelmsford City Council (2021) 2021 Air Quality Annual Status Report. Available at: <https://essexair.org.uk/AQInEssex/LA/Chelmsford.aspx?View=reports&ReportType=Chelmsford&ReportID=Chelmsford21ASR&StartIndex=1&EndIndex=7>

<sup>91</sup> Chelmsford City Council (2023) 2023 Air Quality Annual Status Report (ASR) Available at: [Chelmsford 2023 Air Quality Annual Status Report](#)

<sup>92</sup> See: [81-revocation-of-air-quality-managment-areas.pdf \(chelmsford.gov.uk\)](#)

<sup>93</sup> Chelmsford City Council (2020) Air Quality Annual Status Report <https://essexair.org.uk/Reports/Chelmsford-City%20-Council2020-ASR.pdf>

bikes and encourage sustainable commuting to the railway station. An e-scooter trial<sup>94</sup> continues with some 930,000 hires since February 2021.

**Table 3.16 Chelmsford City Growth Package Measures**

Scheme	Works	Proposed Completion
Broomfield Road	Installation of cycle tracks	Winter 2020-21
City Centre cycle parking	Creation of additional cycle parking facilities	Complete
City Centre Parkway / Victoria Road South	Improving congestion on Parkway	Complete
Chelmer Valley Road	Creation of dedicated bus lane	Summer 2020
Chelmer Village cycleway	Improvements for cycling and walking	Complete
Essex Regiment Way	Introduction of a safe crossing	Winter 2021
Great Baddow to City Centre	Creation of new cycle route	Complete
Great Waltham to City Centre	Creation of new cycle route	Winter 2020-21
New London Road bus lane	Works to prioritise buses	Summer 2020
New Street cycle route	Creation of cycle tracks	Summer 2020
Signage and technology	Improvement into signage and automated traffic management	Winter 2020-21
Tindal Square / Market Road cycle lane	Creation of new public square and new cycle lane	Winter 2020-21 (Market Road) Summer 2021 (Public Square)
Writtle cycleway / Admiral Park bridge	Improvement to cycle way and replacement of bridge	Summer 2020 (Cycle way complete)

Source: Chelmsford City Council (2020) <https://essexair.org.uk/Reports/Chelmsford-City%20-Council2020-ASR.pdf>

<sup>94</sup> <https://www.chelmsford.gov.uk/leisure-theatres-and-museums/visiting-chelmsford/chelmsford-e-scooter-trial/>

## KEY SUSTAINABILITY ISSUES

- The need to minimise the emissions of pollutants to air, including through continued investment in sustainable transport options and infrastructure to support the use of electric vehicles.

### 3.10 CLIMATE CHANGE

3.10.1 Rising global temperatures will bring changes in weather patterns, rising sea levels and increased frequency and intensity of extreme weather. The effects of climate change will be experienced internationally, nationally and locally with certain regions being particularly vulnerable. Key trends<sup>95</sup> will centre on:

- higher average temperatures, particularly in summer and winter
- changes in seasonal rainfall patterns
- rising sea levels
- more very hot days and heatwaves
- more intense downpours of rain
- higher intensity storms

3.10.2 The policy and legislative context in relation to climate change was established at the international level (Kyoto Agreement) and has been transposed into European, national and local legislation, strategies and policies. Reducing man-made carbon dioxide (DM7) emissions to the atmosphere is a national objective in order to contribute to reduce the rate of climate change and its long-term implications. This is driven in the UK by the Climate Change Act (2008) (as amended 2019), which sets a legally binding commitment for the UK government to reducing greenhouse gas emissions by at least 100% of 1990 levels (net zero) by 2050.

3.10.3 **Table 3.17** details the reducing emissions of DM7 from industry, domestic source within the Chelmsford City Area, with industrial/commercial and domestic emissions both reducing by approximately 30% over the period 2014-2019, compared to no reduction in transport emissions.

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<sup>95</sup> UK Climate Impacts Programme (2023) Future Climate Vulnerability. Available at: [3 Future climate vulnerability | UKCIP](#)

**Table 3.17 DM7 emissions estimates - Total in Chelmsford (kilotonnes)**

	Industry <sup>96</sup>	Commercial <sup>97</sup>	Domestic <sup>98</sup>	Transport <sup>99</sup>	Total* <sup>100</sup>
<b>2014</b>	130.8	110.6	298.8	394.9	957
<b>2015</b>	118.1	95.4	290.1	402.9	924.8
<b>2016</b>	106.5	82.1	275.2	413.8	894.9
<b>2017</b>	103.2	73.2	258.5	414	857.7
<b>2018</b>	97.9	72.9	258.6	403.8	841.6
<b>2019</b>	86.9	67.3	250.3	394.8	815.2

Source: LG Inform

- 3.10.4 The prudent use of fossil fuels and reducing levels of energy consumption will help to achieve lower DM7 emissions. Between 2005 and 2012, total energy consumption in the Chelmsford City Area decreased from 3,849.5 Gigawatt Hours (GWh) to 3,536.4 GWh. This represents a reduction in energy consumption of 8.1%, although this is significantly lower than the decrease in emissions at the regional level (16.8%) and the national (UK) level (16.5%) over the same period. At 2012, transport was the largest consuming sector of energy equating to 37.4% of all energy consumed. In comparison, the domestic sector consumed 35.7% of energy whilst industry and commercial consumed 27.0%. This is similar to regional trends but differs from the national (UK) average where industry and commercial is the dominant consuming sector followed by domestic and transport.
- 3.10.5 As of 2016, the East of England region generated 8,157 GWh of electricity from renewable sources, higher than all other English regions except Yorkshire and Humber, which generated 19,315 GWh primarily from bioenergy for which the average was 3,602 GWh. This represents an increase in generation of over 500% since 2003. The principal source of electricity was wind, largely offshore wind, which accounted for a combined 4,490 GWh of electricity generated<sup>101</sup>.
- 3.10.6 Measures to prevent or minimise the adverse effects of climate change include: efficient use of scarce water resources; adapting building codes to future climate conditions and extreme weather events; building flood defences and raising the levels of dykes; and more

<sup>96</sup> LG Inform (2022) DM7 emissions estimates - Industry in Chelmsford. Available at: [https://lginform.local.gov.uk/reports/lgastandard?mod-metric=15469&mod-area=E07000070&mod-group=AllDistrictInRegion\\_East&mod-type=namedComparisonGroup](https://lginform.local.gov.uk/reports/lgastandard?mod-metric=15469&mod-area=E07000070&mod-group=AllDistrictInRegion_East&mod-type=namedComparisonGroup).

<sup>97</sup> LG Inform (2022) DM7 emissions estimates - Commercial in Chelmsford. Available at: [https://lginform.local.gov.uk/reports/lgastandard?mod-metric=15470&mod-area=E07000070&mod-group=AllDistrictInRegion\\_East&mod-type=namedComparisonGroup](https://lginform.local.gov.uk/reports/lgastandard?mod-metric=15470&mod-area=E07000070&mod-group=AllDistrictInRegion_East&mod-type=namedComparisonGroup).

<sup>98</sup> LG Inform (2022) DM7 emissions estimates - Domestic in Chelmsford. Available at: [https://lginform.local.gov.uk/reports/lgastandard?mod-metric=437&mod-area=E07000070&mod-group=AllDistrictInRegion\\_East&mod-type=namedComparisonGroup](https://lginform.local.gov.uk/reports/lgastandard?mod-metric=437&mod-area=E07000070&mod-group=AllDistrictInRegion_East&mod-type=namedComparisonGroup).

<sup>99</sup> LG Inform (2022) DM7 emissions estimates - Transport in Chelmsford. Available at: [https://lginform.local.gov.uk/reports/lgastandard?mod-metric=438&mod-area=E07000070&mod-group=AllDistrictInRegion\\_East&mod-type=namedComparisonGroup](https://lginform.local.gov.uk/reports/lgastandard?mod-metric=438&mod-area=E07000070&mod-group=AllDistrictInRegion_East&mod-type=namedComparisonGroup).

<sup>100</sup> LG Inform (2022) DM7 emissions estimates - Total in Chelmsford. Available at: [https://lginform.local.gov.uk/reports/lgastandard?mod-metric=440&mod-area=E07000070&mod-group=AllDistrictInRegion\\_East&mod-type=namedComparisonGroup](https://lginform.local.gov.uk/reports/lgastandard?mod-metric=440&mod-area=E07000070&mod-group=AllDistrictInRegion_East&mod-type=namedComparisonGroup).

<sup>101</sup> Department for Business, Energy & Industrial Strategy (2017) *Regional Statistics 2003-2016: Generation*. Available at: <https://www.gov.uk/government/statistics/regional-renewable-statistics>

climate resilient crop selection (e.g. drought-tolerant species). The UK Government considers the development of a low carbon economy combined with a greater proportion of energy generated by renewable means as essential.

- 3.10.7 This is further enforced by the Government production of a more up to date NPPF, which requires local authorities to do more to combat climate change and tasks developers with considering their potential effects with greater scrutiny than previous versions. The Commons has also issued a climate emergency and though this is not legally binding, it reflects that the vast majority of MPs agree that climate change is an emergency that requires immediate and continuous action. The UK is therefore tasked with achieving a reduction in carbon emissions to zero by 2050.
- 3.10.8 Chelmsford City Council has also declared a climate emergency in 2019, joining 115 first/second tier councils in doing so and joins the 71 of this group who have set themselves a target of achieving net zero carbon (for council related process) by 2030<sup>102</sup>.
- 3.10.9 Following the declaration of a climate emergency, the Council issued a Climate and Ecological Emergency Action Plan in 2020 with the following aims<sup>103</sup>, <sup>104</sup>:
- i. *“Establishing a ‘carbon baseline’ position.*
  - ii. *Updating planning guidance on how on-site renewable energy measures can be integrated into new developments and for all new dwellings to incorporate sustainable design features to reduce DM7 and NO2 emissions and the use of natural resources [including putting in place a low carbon infrastructure in strategic growth areas].*
  - iii. *Working with Essex County Council to improve movement around the City, including improvements to the cycling and walking infrastructure, to reduce traffic congestion and journey times and encourage more sustainable travel choices.*
  - iv. *Implementing further measures to reduce the amount of waste generated and ensure that as much as possible of any waste that is generated is reused, recycled or composted.*
  - v. *Implementing measures to lower energy consumption, ensure the most efficient use of water resources, reduce pollution and improve air quality.*
  - vi. *Undertaking a greening programme to significantly increase the amount of woodland and the proportion of tree cover in Chelmsford.*
  - vii. *Implementing measures to improve the ‘green infrastructure’ of Chelmsford, protecting and expanding natural habitats and increasing biodiversity.*

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<sup>102</sup> Chelmsford City Council (2019) Chelmsford City Council declares a climate and ecology emergency. Available at: [Climate emergency declaration and action plan \(chelmsford.gov.uk\)](https://www.chelmsford.gov.uk/emergency-declaration-and-action-plan)

<sup>103</sup> Chelmsford City Council (2020) Chelmsford Climate emergency and declaration action plan. Available at: <https://www.chelmsford.gov.uk/communities/climate-emergency-declaration-and-action-plan/#:~:text=In%20July%202019%2C%20we%20declared.net%2Dzero%20carbon%20by%202030.&text=In%20January%202020%2C%20we%20agreed,reducing%20carbon%20emissions>

<sup>104</sup> Chelmsford City Council (2022) Issues and Options Topic Paper: Climate Change. Available at: [climate-change-topic-paper.pdf \(chelmsford.gov.uk\)](https://www.chelmsford.gov.uk/climate-change-topic-paper.pdf)

- viii. *Improving the environmental quality, attractiveness and recreational potential of public spaces, rivers and waterways and associated green corridors in the City Centre and surrounding areas.*
- ix. *Upgrading the Council's vehicle fleet to embrace the latest low emission technology, including ultra-low emission electric powered vehicles as they become operationally and commercially viable.*
- x. *Supporting the Environment Agency to implement the Margaretting flood alleviation scheme and other flood mitigation measures to reduce the risk of flooding to residential and commercial properties in the City.*
- xi. *Establishing a 'green investment fund' to support the Council's environment plan.*
- xii. *Reviewing the Council's investment strategy in light of the Climate and Ecological Emergency Declaration.*
- xiii. *Reviewing the Council's procurement policies and practices in light of the Climate and Ecological Emergency Declaration.*
- xiv. *Creating opportunities for people, local organisations and businesses to get involved, to influence and to inspire innovation and cooperation in response to the key challenges identified in the Climate and Ecological Emergency.*
- xv. *Reviewing the Council's human resources and employment policies and practices in light of the Climate and Ecological Emergency Declaration."*

## **LIKELY EVOLUTION OF THE BASELINE WITHOUT THE REVIEW OF THE ADOPTED LOCAL PLAN**

3.10.10 UK Climate Projections (UKCP18)<sup>105</sup> provide climate information for the UK up to the end of this century and projections of future changes to the climate are given, based on simulations from climate models. Projections are broken down to a regional level across the UK and illustrate the potential range of changes and the level of confidence in each prediction.

3.10.11 According to the UKCP18, the following climatic changes are likely:

- By the end of the 21st century, all areas of the UK are projected to be warmer, more so in summer than in winter. This projected temperature rise in the UK is consistent with future warming globally.
- By 2070, in the high emission scenario, the likely temperature increase amounts to 0.9 °C to 5.4 °C in summer, and 0.7 °C to 4.2 °C in winter.
- Hot summers are expected to become more common. The summer of 2022 was the warmest summer for the UK exceeding 2018, 2006, 2003 and 1976. Climate change has already increased the chance of seeing a summer as hot as 2018 to between 12-

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<sup>105</sup> Met Office (2021) UK Climate Projections: Headline Findings

[https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18\\_headline\\_findings\\_v3.pdf](https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18_headline_findings_v3.pdf)

25%. With future warming, hot summers by mid-century could become even more common, near to 50%.

- Rainfall patterns across the UK are not uniform and vary on seasonal and regional scales and will continue to vary in the future.
- Despite overall summer drying trends in the future, new data from UKCP Local (2.2km) suggests future increases in the intensity of heavy summer rainfall events. These increases in UKCP Local (2.2km) are typically greater than those in the Regional (12 km).
- UKCP Local (2.2km) suggests significant increases in hourly precipitation extremes in the future.
- For London, sea level rise by the end of the century (when compared to 1981-2000), for the low emission scenario is very likely to be in the range 0.29m to 0.70m. For a high emission scenario, the range is very likely to be 0.53m to 1.15m.
- We can continue to expect increases to extreme coastal water levels driven mainly by increases in mean sea level rise, although we cannot rule out additional changes in storm surges.

3.10.12 In addition, the following broad threats will occur:

- decrease in water resources exacerbated by a potential increase in demand;
- increase in risk to people, property and the environment from flooding;
- hotter and sunnier summers putting public health and safety at greater risk;
- hotter summers causing greater “heat stress” to buildings, utilities and the transport system; and
- decrease in soil moisture (particularly during summer and autumn) affecting agriculture, the natural environment and landscape.

3.10.13 Climate change is occurring and will continue regardless of local policy intervention. However, national policy on climate change, adopted Local Plan policy and other plans and programmes alongside the progressive tightening up of Building Regulations will help to ensure that new development is located and designed to adapt to the effects of climate change and that measures are in place to mitigate climate change. Notwithstanding this, without the Review of the Adopted Local Plan, the Council is likely to have less control over, in particular, the location of new development which could exacerbate climate change impacts and mean that opportunities to mitigate effects (for example, through reducing transport movements, tree planting and district-scale renewable energy solutions) may be missed.

## KEY SUSTAINABILITY ISSUES

- The need to ensure that new development anticipates and can be adapted to the effects of climate change.
- The need to increase woodland and tree cover to help mitigate and adapt to climate change.
- The need to mitigate climate change including through maximising renewable energy provision at site and district level.

### 3.11 MATERIAL ASSETS

#### WASTE

- 3.11.1 Essex County Council is the waste disposal authority and the minerals and waste planning authority for the County, including the Chelmsford City Area. Chelmsford City Council, meanwhile, is a waste collection authority with a statutory duty under the provisions of the Environmental Protection Act 1990 (as amended) to arrange for the collection of household waste in its area.
- 3.11.2 Growing levels of waste and a number of fiscal instruments have led authorities to recycle and compost more waste, landfill less and use waste as a means to generate power. Increased recycling and composting rates as well as energy recovery rates in future years will, however, be necessary if a reduction in the volume of waste going to landfill is to occur. The Waste Management Plan for England (2021) requires that by 2035 the re-use and the recycling of municipal waste is increased to a minimum of 65% by weight and the amount of municipal waste landfilled is reduced to 10% or less of the total amount of municipal waste generated (by weight).
- 3.11.3 **Table 3.18** illustrates, by local authority area within Essex, the total amount of waste produced and proportion recycled. Chelmsford records some 55.3% of waste as recycled or composted, the County average being 49.9%.

**Table 3.18 Amounts and proportions of waste produced and recycled by Essex Local Authority Area 2020/21**

Authority	Household Residual Waste (Tonnes)	Household Waste Reused or Recycled (Tonnes)	Household Waste Composted (Tonnes)	Total Household Waste (Tonnes)	Household Waste Reused or Recycled (%)	Household Waste Composted (%)	Total Recycled or Composted (%)	Number of Households
Basildon Borough Council	46507.21	20890.36	18,822	86,220	24.2%	21.8%	46.1%	79,085
Braintree District Council	31273.09	12832.13	14,920	58,825	21.5%	25.4%	46.8%	66,168
Brentwood Borough Council	18834.57	7141.50	5,984	31,740	22.5%	18.8%	41.3%	34,072
Castle Point Borough Council	19245.27	8691.85	9,094	37,031	23.5%	24.6%	48.0%	38,908
Chelmsford City Council	34338.12	18027.24	24,412	76,777	23.5%	31.8%	55.3%	77,768
Colchester Borough Council	31213.87	17483.50	16,240	64,937	26.9%	25.0%	51.9%	83,647
Epping Forest District Council	25556.55	16618.48	18,256	60,430	27.5%	30.2%	57.7%	57,163
Harlow Council	17700.44	8826.78	3,878	30,206	28.6%	12.8%	41.4%	38,618
Maldon District Council	11236.93	7308.32	8,178	26,722	27.3%	30.6%	58.0%	28,784
Roehampton District Council	14986.91	8397.30	12,465	35,848	23.4%	34.8%	58.2%	36,491
Tendring District Council	30879.06	11583.37	9,240	51,703	22.4%	17.9%	40.3%	71,766
Uttlesford District Council	16559.27	10677.70	7,257	34,484	31.0%	21.0%	52.0%	38,433
<b>Waste Collection Authority Total</b>	<b>298,128</b>	<b>148,079</b>	<b>148,725</b>	<b>594,932</b>	<b>24.9%</b>	<b>25.0%</b>	<b>49.9%</b>	<b>650,903</b>
<b>Essex County Council - Waste Disposal Authority Total</b>	<b>40,352</b>	<b>50,320</b>	<b>10,945</b>	<b>101,617</b>	<b>49.5%</b>	<b>10.8%</b>	<b>60.3%</b>	<b>650,903</b>
<b>Recycling of MBT Residual Waste</b>		<b>2,867</b>						
<b>Essex Waste Partnership Total</b>	<b>335,613</b>	<b>201,266</b>	<b>159,670</b>	<b>696,549</b>	<b>28.9%</b>	<b>22.9%</b>	<b>51.8%</b>	<b>650,903</b>

## MINERALS

- 3.11.4 Government policy promotes the general conservation of minerals whilst at the same time ensuring an adequate supply is available to meet needs. Mineral resources are not distributed evenly across the country and some areas are able to provide greater amounts of certain minerals than they actually use.
- 3.11.5 A summary of Essex's minerals profile is provided within Essex Minerals Local Plan (2014)<sup>106, 107</sup>. It highlights that:
- Essex has extensive deposits of sand and gravel; there are more localised deposits of silica sand, chalk, brickearth and brick clay;
  - marine dredging takes place in the extraction regions of the Thames Estuary and the East Coast, whilst aggregate is landed at marine wharves located in east London, north Kent, Thurrock, and Suffolk. Essex has no landing wharves of its own;
  - there are no hard rock deposits in the County so this material must be imported into Essex. This currently occurs via rail to the existing rail depots at Harlow and Chelmsford;
  - Essex is the largest producer and consumer of sand and gravel in the East of England;
  - there are 20 permitted sand and gravel sites in Essex, one silica sand site, two brick clay and one chalk site;
  - there are two marine wharves and four rail depots capable of handling aggregates;
  - construction, demolition and excavation waste is also recycled at 29 dedicated and active aggregate recycling sites; and
  - aggregate is both imported into Essex (hard rock, and sand and gravel) and exported (sand and gravel, primarily to London).
- 3.11.6 Policy P1 of the Minerals Local Plan allocates Blackley Quarry, Great Leighs and Land at Shellow Cross Farm in Roxwell as preferred and reserve sites for sand and gravel extraction. Bulls Lodge Quarry, meanwhile, is allocated under Policy S5 as a Strategic Aggregate Recycling Site (SARS) (i.e. a site with a capacity to recycle at least 100,000 tonnes per annum as a minimum). Chelmsford Rail Depot is allocated as a safeguarded transshipment site whilst Bulls Lodge and Essex Regiment Way are identified as safeguarded coated stone plants.

## SOILS

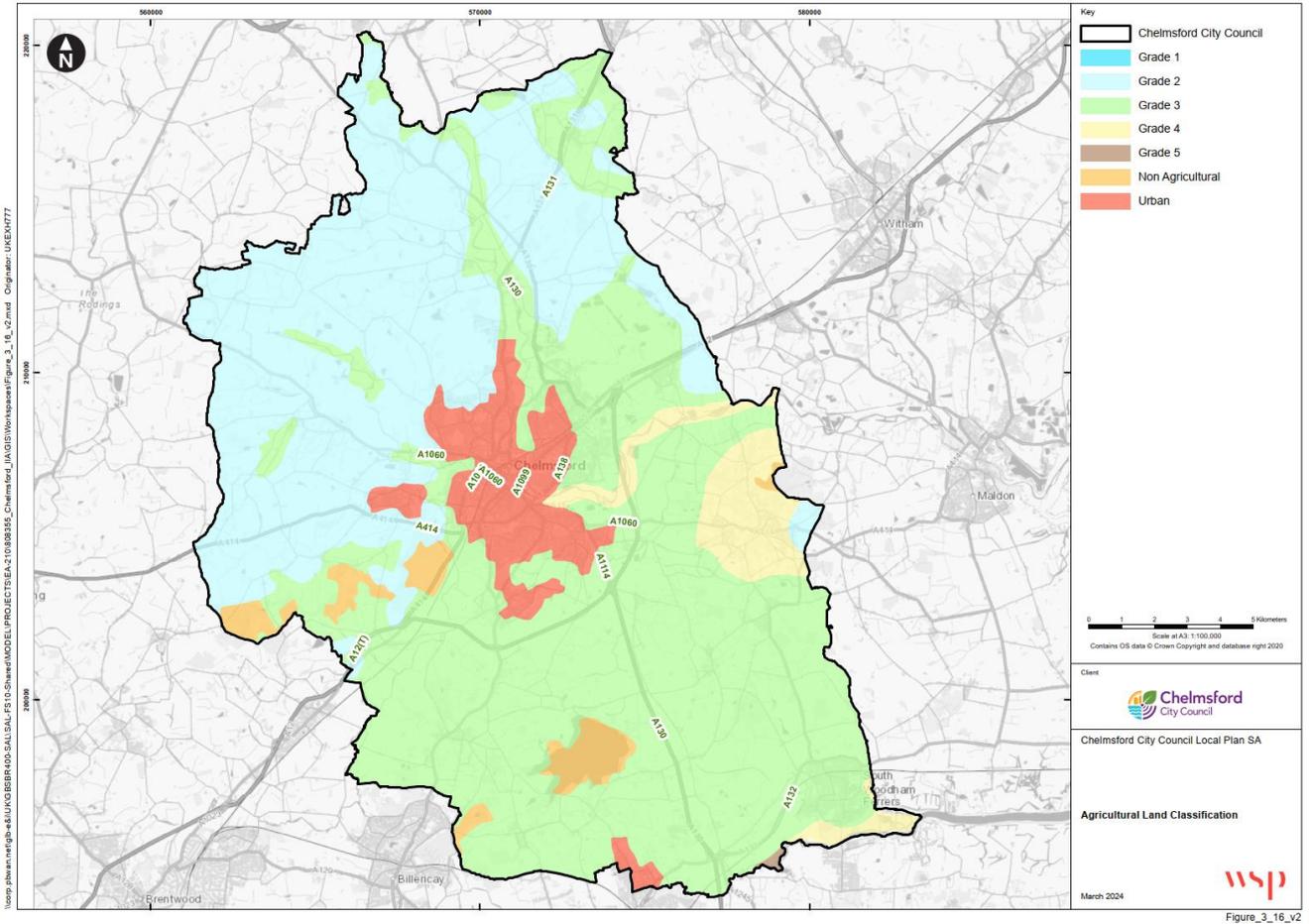
- 3.11.7 The Chelmsford City Area benefits from having a wide range of agricultural land that is of high quality, which can be seen by **Figure 3.15** below.

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<sup>106</sup> Essex County Council (2014) *Essex Minerals Local Plan Adopted July 2014*. Available from: <https://www.essex.gov.uk/Environment%20Planning/Planning/Minerals-Waste-Planning-Team/Planning-Policy/minerals-development-document/Documents/Essex%20Minerals%20Plan%20-%20Adopted%20July%202014.pdf>

<sup>107</sup> Essex County Council (2021) Interim Minerals Authority Monitoring Report 2021 Available at: <https://assets.ctfassets.net/knkzaf64jx5x/4otwoarfxoJmBuxFRNPRyJ/b2d56d210e8a2d7bcf0a80436f659d80/Interim-Minerals-Authority-Monitoring-Report-2018-2020.pdf>

**Figure 3.15 Agricultural Land Classification**



Source: Chelmsford Local Plan 2013-2036<sup>108</sup>

## LIKELY EVOLUTION OF THE BASELINE WITHOUT THE REVIEW OF THE ADOPTED LOCAL PLAN

- 3.11.8 Overall, between 2005/06 and 2015/16 the waste arisings in Essex reduced by 1% (from 0.687mt in 2005/06 to 0.679mt in 2015/16). However, when compared to the lowest total waste managed in any monitoring period (in 2012/13), the total local authority collected waste arisings increased by 0.034mtpa, which could be attributed to an increase in households within County.
- 3.11.9 The way that the household waste arisings is managed has changed drastically. Since 2005/06, the amount recycled has increased by 41%, which is comparable to the 30% reduction in the amount being sent to landfill during the same timeframe. The single

<sup>108</sup> Chelmsford City Council (2020) Chelmsford Local Plan 2013-2036. Available at: <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/adopted-local-plan/>.

largest improvement is within the amount of waste that is composted, which has nearly doubled since 2005/06, although this is the smallest waste type managed.

- 3.11.10 However, the Chelmsford City Area still has considerable issues with household waste and the amount of waste that is not sent to recycling, which can be seen in the household waste data for the past five years.
- 3.11.11 Overall, waste generation in the Chelmsford City Area is expected to increase, commensurate with population growth. This could place pressure on existing waste management facilities, although it is envisaged that recycling/reuse rates would also continue to rise and new facilities will be established. In this regard, the Council's strategy and improvement plan for recycling and waste collection services<sup>109</sup> seeks to deliver a significant reduction in the amount of energy and natural resources consumed and a corresponding reduction in the level of greenhouse gases that are generated by producing less waste and achieving high levels of reuse, recycling and energy recovery. The Joint Municipal Waste Management Strategy for Essex<sup>110</sup>, meanwhile, seeks to achieve high levels of recycling, with an aspiration to achieve collectively 60% recycling of household waste by 2020.
- 3.11.12 The replacement Essex Waste Local Plan 2017<sup>111</sup> highlights that there will be an increase in the amount of waste that is generated in the plan area by 2032, subject to future waste minimisation measures and changes in construction practises. In particular, it highlights that:
- a capacity gap currently exists for biological waste treatment, which is anticipated to increase to 217,000 tpa;
  - a capacity gap has been forecast for 2031/32 for inert waste management, with a further 1.5mtpa required by this period;
  - a capacity gap of 50,250 tpa hazardous waste management has been expected by 2031/32.
- 3.11.13 The Essex Waste Local Plan 2017 also establishes an aim for the Essex and Southend-on-Sea region to be net self-sufficient by 2032.
- 3.11.14 New development (both within the Chelmsford City Area and nationally) may place pressure on local mineral assets to support construction. However, the adopted Minerals Local Plan (2014) sets requirements for the provision of primary minerals for the County for the 18 year period to 2029. This Plan is currently under review. In the case of preferred sites for sand and gravel extraction, the principle of extraction has been accepted and the need for the release of minerals proven.

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<sup>109</sup> Chelmsford City Council (2009) *Managing waste in Chelmsford... today and tomorrow. A strategy and improvement plan for recycling and waste collection services in Chelmsford.* Available at: [http://chelmsford.govplatform.firmstep.com/sites/default/files/documents/files/Managaing\\_waste\\_in\\_Chelmsford...\\_today\\_and\\_tomorrow\\_-\\_Strategy\\_for\\_Recycling\\_and\\_Waste\\_Collections\\_S.pdf](http://chelmsford.govplatform.firmstep.com/sites/default/files/documents/files/Managaing_waste_in_Chelmsford..._today_and_tomorrow_-_Strategy_for_Recycling_and_Waste_Collections_S.pdf)

<sup>110</sup> Essex County Council (2008) *Joint Municipal Waste Management Strategy for Essex (2007 to 2032).* Available at: [http://www.essex.gov.uk/Environment%20Planning/Recycling-Waste/Waste-Strategy/Documents/Waste\\_Strategy\\_-\\_version\\_approved\\_by\\_ECC\\_Full\\_Council\\_on\\_15.07.08.pdf](http://www.essex.gov.uk/Environment%20Planning/Recycling-Waste/Waste-Strategy/Documents/Waste_Strategy_-_version_approved_by_ECC_Full_Council_on_15.07.08.pdf)

<sup>111</sup> Essex County Council and Southend on Sea Borough Council (2017) *Essex and Southend-on-Sea Waste Local Plan.* Available at: <https://www.southend.gov.uk/development-plan-documents/essex-southend-waste-local-plan>,

3.11.15 Overall, planning for waste and minerals is a County function and in consequence, the baseline would not be expected to change significantly without the Review of the Adopted Local Plan. However, policies in the Review of the Adopted Local Plan could support the objectives of the emerging Waste Local Plan and adopted Minerals Local Plan including by, for example, promoting the provision of on-site recycling facilities and the sustainable use of materials in new development.

## KEY SUSTAINABILITY ISSUES

- The need to minimise waste arisings and encourage reuse and recycling.
- The need to promote the efficient use of mineral resources.
- The need to ensure the protection of Chelmsford’s mineral resources from inappropriate development, in accordance with the adopted Minerals Local Plan.
- The need to address identified capacity gaps for waste management that currently exist and are forecast to exist.
- The need to achieve net self-sufficiency by 2032.

## 3.12 CULTURAL HERITAGE

3.12.1 Chelmsford’s cultural heritage is a key feature of the local authority area. The National Heritage List for England includes the following entries for the Chelmsford City Area:

- 1,012 listed building entries (comprising 21 Grade I, 43 Grade II\* and 948 Grade II listed buildings<sup>112</sup>);
- 19 Scheduled Monuments; and
- 6 Registered Parks and Gardens of Special Interest (comprising 1 Grade II\* and 5 Grade II parks and gardens).<sup>113</sup>

3.12.2 Designated heritage assets in the Chelmsford City Area are shown in **Figure 3.16**. Additionally, there are 25 Conservation Areas in the Chelmsford City Area. These mainly include historic villages and towns, but also other important historic areas such as the Chelmer and Blackwater Navigation and St John’s Hospital.

3.12.3 There are also many buildings within the Chelmsford City Area which are not listed, but which contribute to the character of the area. The Council has recognised the buildings and structures which it feels are of particular local interest in a local register<sup>114</sup>.

3.12.4 Chelmsford’s coastline is situated on the north bank of the Crouch Estuary and consists of large areas of historical and archaeological interest. The zone historically comprised low

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<sup>112</sup> Historic England (2022) Chelmsford Listed Buildings List. Available at: <https://historicengland.org.uk/listing/the-list/results/?searchType=NHLE+Simple&search=Chelmsford>.

<sup>113</sup> Historic England (2017) *National Heritage List for England*. Available at: <https://historicengland.org.uk/listing/the-list/>

<sup>114</sup> Chelmsford City Council (2017) *Register of buildings for local value*. Available at: <https://www.chelmsford.gov.uk/planning-and-building-control/conservation-areas-and-listed-buildings/historic-and-important-local-buildings/>

lying salt marsh and grazing marsh, the Crouch and associated creeks facilitated exploitation of marine resources and access to coastal trade and transport. The archaeological resources comprise a varied range of deposits associated with the exploitation of the coastal region. Neolithic and Mesolithic land surfaces are preserved and overlain by later deposits. The wider City Area also includes numerous sites of archaeological importance, many of which have archaeological potential but have no statutory protection.

3.12.5 Within the Chelmsford City Area, the current historical assets that are on the Council's 'At Risk' register are shown below<sup>115</sup>. The number of heritage assets at risk within the Chelmsford City Area stands at 13, four of which are grade II\* listed; four of which are grade II listed; three of which are unlisted but within Conservation Areas, one of local interest and one Registered Park and Garden:

- Signal Box, Chelmsford Station, Duke Street, Chelmsford
- Shire Hall, High Street, Chelmsford
- Gravestone of Joseph Freeman, New London Road Cemetery, Chelmsford
- Writtle Wick, Chelmsford
- Chelmsford West End Conservation Area
- The Brick Barn, Brick Barns Farm, Danbury
- Wickham House, Runsell Green, Danbury
- 66-68 High Street, Great Baddow
- The Cottage, Hyde Hall Lane, Great Waltham
- Mashbury Church, Mashbury Hall Chase, Mashbury
- Stock Windmill, Mill Lane, Stock
- Rectory Hall, Stock Road, Stock
- The Barn at the Bear Public House, The Square, Stock

## **LIKELY EVOLUTION OF THE BASELINE WITHOUT THE REVIEW OF THE ADOPTED LOCAL PLAN**

3.12.6 It is reasonable to assume that the majority of Chelmsford City Area's designated heritage assets would be protected without the Review of the Adopted Local Plan (since works to them invariably require consent). However, elements which contribute to their significance could be harmed through inappropriate development in their vicinity. Opportunities to enhance assets may also be missed. Further, other non-designated elements which contribute to the character of the area could be harmed without an up-to-

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<sup>115</sup> Chelmsford City Council (2023) Historic Buildings at Risk in Chelmsford City 2023. Available at: [www.chelmsford.gov.uk/media/edycnhwb/historic-buildings-at-risk-2023.pdf?allId=25184](http://www.chelmsford.gov.uk/media/edycnhwb/historic-buildings-at-risk-2023.pdf?allId=25184)



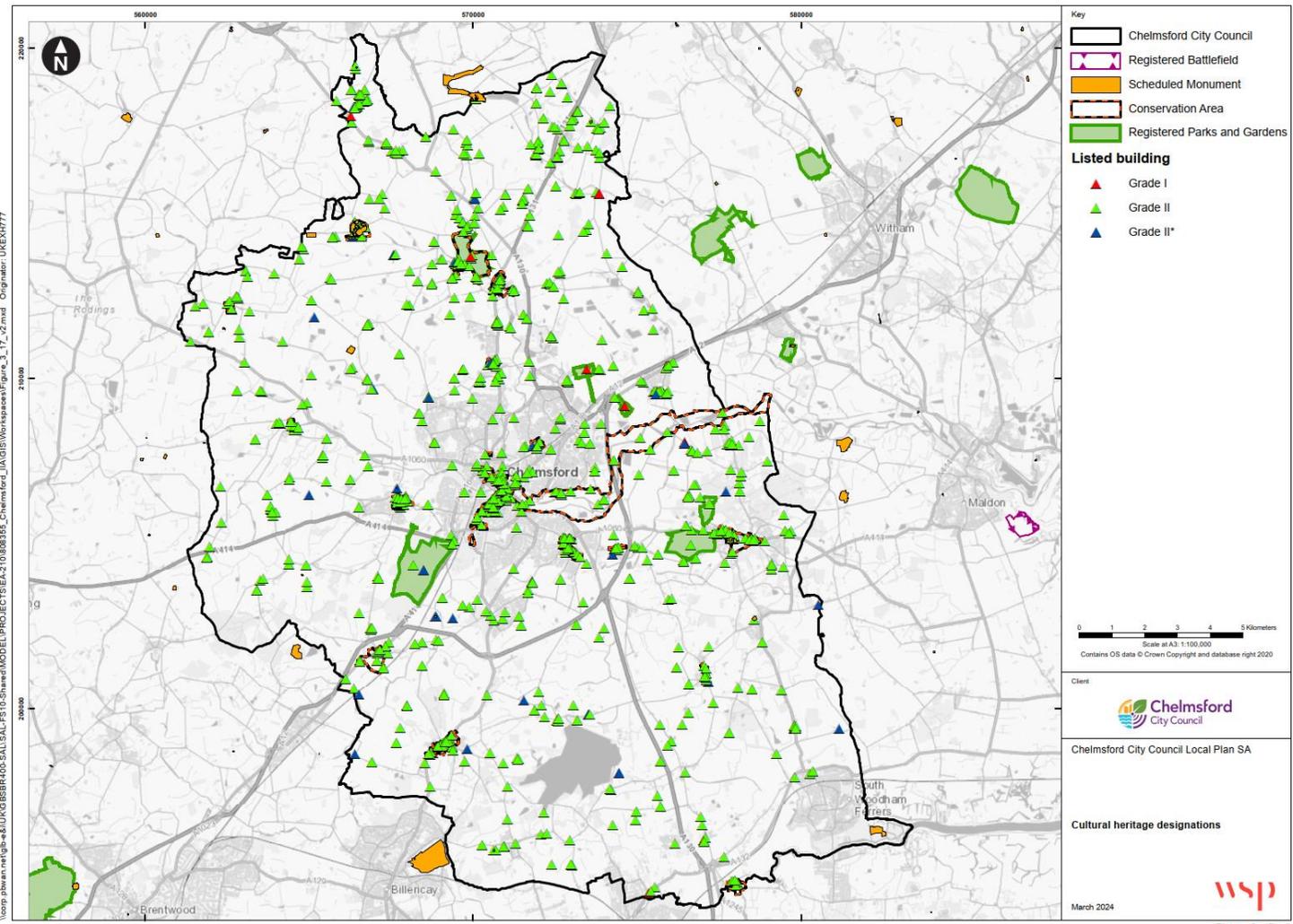
date policy framework. Notwithstanding this, it is recognised that national planning policy set out in the NPPF and adopted Local Plan policy and associated guidance would together provide a high level of protection in this regard.

## **KEY SUSTAINABILITY ISSUES**

- The need to protect and enhance Chelmsford City Area’s cultural heritage assets and their settings.
- The need to avoid harm to designated heritage assets and the contribution made by their setting.
- The need to recognise the value of non-designated heritage assets and protect these where possible.
- The need to recognise the contribution made by the historic environment to the character of landscapes and townscapes.



Figure 3.16 Designated Cultural Heritage Assets



Figure\_3\_17\_V2

## 3.13 LANDSCAPE AND TOWNSCAPE

### LANDSCAPE

- 3.13.1 The landscape of the Chelmsford City Area has evolved as a result of an interaction of the physical structure of the landscape and the vegetation and land uses that cover it. The basic structure of the landscape is fundamentally influenced by its underlying rocks and relief.
- 3.13.2 The Chelmsford City Area comprises two National Landscape Character Areas (NCA)<sup>116</sup>, namely South Suffolk and North Essex Clayland to the north and Northern Thames Basin to the south. The South Suffolk and North Essex Clayland is an ancient landscape of wooded arable countryside with a distinct sense of enclosure. The overall character is of a gently undulating, chalky boulder clay plateau, the undulations being caused by the numerous small-scale river valleys that dissect the plateau. There is a complex network of old species-rich hedgerows, ancient woods and parklands, meadows with streams and rivers that flow eastwards. Traditional irregular field patterns are still discernible over much of the area, despite field enlargements in the second half of the 20<sup>th</sup> century. The widespread moderately fertile, chalky clay soils give the vegetation a more or less calcareous character. Gravel and sand deposits under the clay are important geological features, often exposed during mineral extraction, which contribute to our understanding of ice-age environmental change.
- 3.13.3 The Northern Thames Basin is an area rich in geodiversity, archaeology and history and diverse landscapes ranging from the wooded Hertfordshire plateaux and river valleys, to the open landscape and predominantly arable area of the Essex heathlands, with areas of urbanisation mixed in throughout. Urban expansion has been a feature of this area. This has put increased pressure on the area in terms of extra housing developments, schools and other necessities for expanding populations, with a consequential reduction in tranquillity.
- 3.13.4 The Landscape Character Assessment for the local authority area<sup>117</sup> identifies the following Landscape Character Types:
- River Valley, characterised by:
    - ▶ v-shaped or u-shaped landform which dissects Boulder Clay/Chalky Till plateau;
    - ▶ main river valley served by several tributaries;
    - ▶ flat or gently undulating valley floor;
    - ▶ intimate character in places; and

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<sup>116</sup> Natural England (2014) *National character area profiles*. Available at: <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles>

<sup>117</sup> Chris Blandford Associates (2006) *Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessments*. Available at: [http://consult.chelmsford.gov.uk/portal/preferred\\_options/local\\_plan\\_preferred\\_options\\_document?pointId=s1490092140850](http://consult.chelmsford.gov.uk/portal/preferred_options/local_plan_preferred_options_document?pointId=s1490092140850)

- ▶ wooded character in places.
- Farmland Plateau, characterised by:
  - ▶ elevated gently rolling Boulder Clay/Chalky Till plateau landscape which is incised by river valleys;
  - ▶ network of winding lanes and minor roads;
  - ▶ medium to large-scale enclosed predominantly arable fields;
  - ▶ long distance views across valleys from certain locations; and
  - ▶ well wooded in places (with several areas of semi-natural and ancient woodland).
- Drained Estuarine Marsh, characterised by:
  - ▶ areas of flat, artificially drained former saltmarsh currently grassland and cultivated fields;
  - ▶ visible sea walls separate drained former marshland and current saltmarsh/mudflats;
  - ▶ lack of large areas of trees or woodland; and
  - ▶ network of visible drainage ditches.
- Wooded Farmland, characterised by:
  - ▶ elevated undulating hills or ridges and slopes;
  - ▶ mixture of arable and pasture farmland;
  - ▶ pockets of common and pasture;
  - ▶ views to wooded horizons;
  - ▶ well wooded with blocks of mature mixed and deciduous woodland (including areas of ancient and semi-natural woodland); copses, hedges and mature single trees;
  - ▶ mature field boundaries;
  - ▶ framed views to adjacent character areas;
  - ▶ enclosed character in places; and
  - ▶ network of quiet, often tree-lined narrow lanes.

3.13.5 There are no national landscape designations affecting the Chelmsford City Area. However, a large proportion of the local authority area is Metropolitan Green Belt (about 35% of the total area). The Green Wedge is defined in the adopted Local Plan along the river valleys within Chelmsford and its suburbs, recognising the important visual and landscape function that they have for the City.

## TOWNSCAPE

3.13.6 The City Centre has areas of distinct built character based on history, townscape and use, all requiring the reinforcement of their sense of place.

3.13.7 South Woodham Ferrers was the first large-scale application of the urban design promoted by the Essex Design Guide. The public and private sector delivery and the resulting character of the town’s built environment as well as the relatively small size of the town set it apart from earlier new towns.

### LIKELY EVOLUTION OF THE BASELINE WITHOUT THE REVIEW OF THE ADOPTED LOCAL PLAN

3.13.8 New development is likely to place pressure on the landscape of the Chelmsford City Area. Whilst national planning policy set out in the NPPF, adopted Local Plan policy and guidance contained in the Council’s suite of SPD would continue to offer some protection and guidance, there is the potential that development could be inappropriately sited and designed without an up-to-date policy framework. This could adversely affect the landscape and townscape character of the area. Further, opportunities may not be realised to enhance landscape and townscape character through, for example, the provision of green infrastructure or the adoption of high quality design standards which reflects local character.

### KEY SUSTAINABILITY ISSUES

- The need to conserve and enhance Chelmsford City Area's landscape character including the character of its villages and surrounding countryside.
- The need to preserve and appropriately manage development within the Green Belt, Green Wedge and Coastal Protection Areas.
- The need to promote high quality design that respects local character.
- The need to maximise opportunities associated with new development to enhance townscape character and the quality of urban environments.
- The need to protect landscapes of value to the local economy where these have been specifically identified in landscape character statements.

### 3.14 KEY SUSTAINABILITY ISSUES

3.14.1 From the analysis of the baseline presented in the preceding sections, a number of key sustainability issues affecting the Chelmsford City Area have been identified. These issues are summarised in **Table 3.19**.

**Table 3.19 Key Sustainability Issues Identified**

Topic	Key Sustainability Issues
<b>Biodiversity and Green Infrastructure</b>	<ul style="list-style-type: none"> <li>• The need to conserve and enhance biodiversity including sites designated for their nature conservation value.</li> <li>• The need to provide net gains in biodiversity where possible.</li> <li>• The need to maintain, restore and expand Biodiversity Action Plan habitats.</li> <li>• The need to safeguard existing green infrastructure assets.</li> </ul>

Topic	Key Sustainability Issues
	<ul style="list-style-type: none"> <li>The need to enhance the multifunctional green infrastructure network, addressing deficiencies and gaps, improving accessibility for all users and encouraging multiple uses where appropriate.</li> </ul>
<b>Population and Community</b>	<ul style="list-style-type: none"> <li>Overall, the need to create sustainable places where people want to live, work and relax.</li> <li>The need to enable housing growth, using the standard method to identify the minimum number of homes to be planned for and planning for a mix of accommodation to suit all household types.</li> <li>The need to make best use and improve the quality of the existing housing stock.</li> <li>The need to support the delivery of independent living housing for older people and people with disabilities.</li> <li>The need to deliver a range of employment sites to support economic growth.</li> <li>The need to ensure a flexible supply of land for employment development.</li> <li>The need to address the surplus of unsuitable office space in the City Centre.</li> <li>The need to support economic development in the rural areas of Chelmsford.</li> <li>The need to support the growth of new sectors linked to the growth of Anglia Ruskin University, such as medical technologies.</li> <li>The need to raise incomes and especially for those whose incomes are in the lowest quartile.</li> <li>The need to reduce out-commuting to London for work by encouraging businesses to invest and set up within Chelmsford.</li> <li>The need to tackle pockets of deprivation that exist in the area.</li> <li>The need to maintain and raise educational attainment and skills in the local labour force.</li> <li>The need to maintain and enhance the vitality of the City Centre and South Woodham Ferrers as well as the area's larger villages.</li> <li>The need to promote a range of functions which contribute to the vibrancy of Chelmsford City Centre and ensure that the neighbourhood and local centres continue to perform a strong convenience goods role which serves local needs.</li> <li>The need to address forecast deficits in, in particular, school places and early years and childcare provision.</li> <li>The need to support the City Area's educational establishments including Anglia Ruskin University and ARU Writtle.</li> <li>The need to safeguard existing community facilities and services and ensure the timely delivery of new facilities to meet needs arising from new development.</li> <li>The need to safeguard the identity of existing communities.</li> <li>The need to safeguard and maintain and enhance access to cultural and community facilities which benefit and support sustainable communities.</li> </ul>
<b>Health and Wellbeing</b>	<ul style="list-style-type: none"> <li>The need to protect the health and wellbeing of Chelmsford's population.</li> <li>The need to promote healthy lifestyles and in particular reduce obesity and increase levels of physical activity.</li> <li>The need to plan for an ageing population.</li> <li>The need to address health inequalities.</li> <li>The need to combat suicide and its causes.</li> <li>The need to protect and enhance open space provision across the Chelmsford City Area.</li> </ul>

Topic	Key Sustainability Issues
	<ul style="list-style-type: none"> <li>The need to support high quality design that creates safe and secure communities.</li> <li>The need to safeguard existing health care facilities and services and ensure the timely delivery of new facilities and services to meet needs arising from new development.</li> </ul>
<b>Transport and Accessibility</b>	<ul style="list-style-type: none"> <li>The need to ensure timely investment in transport infrastructure and services through securing developer funded works or contributions and other sources of funding.</li> <li>The need to address congestion, particularly on and around the main A12, A130 and A414 transport corridors.</li> <li>The need to address existing junction capacity issues.</li> <li>The need to enhance the connectivity of more remote settlements, particularly to the north of the Chelmsford City Area.</li> <li>The need to encourage alternative modes of transport to the car, including the expansion of park and ride sites.</li> <li>The need to ensure that new development is accessible to a range of community facilities and services and jobs so as to reduce the need to travel.</li> <li>The need to reduce out-commuting by creating a stronger employment market within the Chelmsford City Area.</li> <li>The need to encourage walking and cycling, as part of active travel.</li> <li>The need to encourage the use of public transport, and in particular key transport interchanges between different modes, namely bus and rail.</li> <li>The need to encourage car sharing, especially along heavily congested transport corridors.</li> <li>The need to address congestion in and around the City Centre.</li> <li>The need to investigate more innovative and creative ways to tackle behaviour change, rather than simply the monitoring of travel patterns.</li> </ul>
<b>Land Use, Geology and Soils</b>	<ul style="list-style-type: none"> <li>The need to encourage development on previously developed (brownfield) land.</li> <li>The need to make best use of existing buildings and infrastructure.</li> <li>The need to protect the best and most versatile agricultural land.</li> <li>The need to protect and enhance sites designated for their geological interest.</li> </ul>
<b>Water</b>	<ul style="list-style-type: none"> <li>The need to protect and enhance the quality of water sources in the Chelmsford City Area.</li> <li>The need to promote the efficient use of water resources.</li> <li>The need to ensure the timely provision of new water services infrastructure to meet demand arising from new development.</li> <li>The need to locate new development away from areas of flood risk, taking into account the effects of climate change.</li> <li>The need to ensure the timely provision of flood defence/management infrastructure.</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>The need to minimise the emissions of pollutants to air, including through continued investment in sustainable transport options and infrastructure to support the use of electric vehicles.</li> </ul>
<b>Climate Change</b>	<ul style="list-style-type: none"> <li>The need to ensure that new development anticipates and can be adapted to the effects of climate change.</li> </ul>

Topic	Key Sustainability Issues
	<ul style="list-style-type: none"> <li>• The need to increase woodland and tree cover to help mitigate and adapt to climate change.</li> <li>• The need to mitigate climate change including through maximising renewable energy provision at site and district level.</li> </ul>
<b>Material Assets</b>	<ul style="list-style-type: none"> <li>• The need to minimise waste arisings and encourage reuse and recycling.</li> <li>• The need to promote the efficient use of mineral resources.</li> <li>• The need to ensure the protection of Chelmsford's mineral resources from inappropriate development, in accordance with the adopted Minerals Local Plan.</li> <li>• The need to address identified capacity gaps for waste management that currently exist and are forecast to exist.</li> <li>• The need to achieve net self-sufficiency by 2032.</li> </ul>
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>• The need to protect and where appropriate enhance Chelmsford City Area's cultural heritage assets and their settings.</li> <li>• The need to avoid harm to designated heritage assets.</li> <li>• The need to recognise the value of non-designated heritage assets and protect and where appropriate enhance these where possible.</li> <li>• The need to recognise the contribution made by the historic environment to the character of landscapes and townscapes.</li> </ul>
<b>Landscape and Townscape</b>	<ul style="list-style-type: none"> <li>• The need to conserve and where appropriate enhance Chelmsford City Area's landscape character including the character of its villages and surrounding countryside.</li> <li>• The need to preserve and appropriately manage development within the Green Belt, Green Wedge and Marine Conservation Zone.</li> <li>• The need to promote high quality design that respects local character.</li> <li>• The need to maximise opportunities associated with new development to enhance townscape character and the quality of urban environments.</li> <li>• The need to protect landscapes of value to the local economy where these have been specifically identified in landscape character statements.</li> </ul>

## 4. ASSESSMENT FRAMEWORK

- 4.1.1 The Assessment Framework comprises sustainability objectives and guide questions to inform the assessment. Establishing assessment objectives and guide questions is central to appraising the sustainability (including health and equalities) effects of the Local Plan. Broadly, the Assessment Objectives define the long term aspirations for the Chelmsford City Area with regard to social, economic and environmental considerations (including EqIA and HIA matters) and it is against these objectives that the components of the Preferred Options Consultation Document have been appraised.
- 4.1.2 **Table 4.1** presents the Assessment Framework including Assessment Objectives and associated guide questions. The Assessment Objectives and guide questions reflect the analysis of the key objectives and policies arising from the review of plans and programmes (**Section 2**), the key sustainability issues identified through the analysis of the socio-economic and environmental baseline conditions (**Section 3**) and comments received during consultation on the Scoping Report and the Issues and Options consultation (see **Appendix B**). The SEA topic(s) to which each of the Assessment Objectives relates is included in the third column.

**Table 4.1 The Assessment Framework**

Objective	Guide Questions	SEA Regulations Topic(s)
<b>1. Biodiversity and Geodiversity: To conserve and enhance biodiversity and geodiversity and promote improvements to the multifunctional green infrastructure network.</b>	<ul style="list-style-type: none"> <li>Will it conserve and enhance international and national designated nature conservation sites (Special Areas of Conservation, Special Protection Areas, Ramsars and Sites of Special Scientific Interest) both within and beyond the local authority area?</li> <li>Will it conserve and enhance Local Nature Reserves, Local Wildlife Sites and Ancient Woodland?</li> <li>Will it avoid damage to, and protect, geologically important sites?</li> <li>Will it conserve and enhance priority species and habitats?</li> <li>Will it provide opportunities for new habitat creation or restoration and link existing habitats as part of the development process through Biodiversity Net Gain?</li> <li>Will it enhance ecological connectivity and maintain and improve the multifunctional green infrastructure network?</li> <li>Will it provide opportunities for people to access the natural environment?</li> <li>Will it contribute to Biodiversity Net Gain across the City?</li> </ul>	Biodiversity, Fauna and Flora Human Health
<b>2. Housing: To meet the housing needs of the Chelmsford City Area and deliver decent homes.</b>	<ul style="list-style-type: none"> <li>Will it provide a range of housing types to meet the current and emerging need for market and affordable housing?</li> <li>Will it reduce the level of homelessness?</li> <li>Will it help to ensure the provision of good quality, well designed homes which meet the needs of all groups in society?</li> <li>Will it deliver homes of high energy efficiency standards which contribute to the City Area's zero carbon targets?</li> <li>Will it deliver pitches required for Gypsies and Travellers and Travelling Showpeople?</li> <li>Will it deliver independent living housing for older people and people with disabilities?</li> </ul>	Population
<b>3. Economy, Skills and Employment: To achieve a strong and</b>	<ul style="list-style-type: none"> <li>Will it provide a supply of high quality employment land to meet the needs of existing businesses and attract inward investment?</li> </ul>	Population

Objective	Guide Questions	SEA Regulations Topic(s)
<b>stable economy which offers rewarding and well located employment opportunities to everyone.</b>	<ul style="list-style-type: none"> <li>• Will it maintain and enhance economic competitiveness and promote the interests of local businesses?</li> <li>• Will it help to diversify the local economy?</li> <li>• Will it provide good quality, well paid, and accessible employment opportunities that meet the needs of local people and all groups in society?</li> <li>• Will it improve the physical accessibility of training and employment opportunities, including childcare provision?</li> <li>• Will it support rural diversification and economic development?</li> <li>• Will it promote a low carbon economy?</li> <li>• Will it reduce out-commuting?</li> <li>• Will it contribute to opportunities for home-working?</li> <li>• Will it improve access to training to raise employment potential?</li> <li>• Will it promote investment in educational establishments?</li> </ul>	
<b>4. Sustainable Living and Revitalisation: To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</b>	<ul style="list-style-type: none"> <li>• Will it support and enhance the City of Chelmsford by attracting new commercial investment and reinforcing the City's attractiveness?</li> <li>• Will it promote principles of inclusive and age-friendly design?</li> <li>• Will it encourage more people to live in urban areas?</li> <li>• Will it enhance the public realm, including provision for pedestrians and cyclists?</li> <li>• Will it enhance the viability and vitality of South Woodham Ferrers town centre and neighbourhood centres?</li> <li>• Will it tackle deprivation in the most deprived areas and reduce inequalities in access to education, employment and services amongst all social groups?</li> <li>• Will it maintain and enhance community facilities and services, through co-location, for example?</li> <li>• Will it increase access to schools and colleges?</li> <li>• Will it enhance accessibility to key community facilities and services?</li> <li>• Will it align investment in services, facilities and infrastructure with growth?</li> <li>• Will it contribute to regeneration initiatives?</li> <li>• Will it foster social cohesion and good community relations?</li> </ul>	Population Human Health
<b>5. Health and Wellbeing: To improve the health and welling being of those living and working in the Chelmsford City area.</b>	<ul style="list-style-type: none"> <li>• Will it avoid locating development where environmental circumstances could negatively impact on people's health?</li> <li>• Will it maintain and improve access to multifunctional open space, leisure and recreational facilities for all residents?</li> <li>• Will it provide for the management and maintenance of open spaces, such as through Stewardship Agreements?</li> <li>• Will it promote healthier lifestyles amongst all residents?</li> <li>• Will it meet the needs of an ageing population and support those with disabilities?</li> <li>• Will it align investment in healthcare facilities and services with growth?</li> <li>• Will it improve access to healthcare facilities and services?</li> <li>• Will it promote community safety and reduce the fear of crime through safe and welcoming open and natural spaces?</li> <li>• Will it reduce actual levels of crime and anti-social behaviour?</li> <li>• Will it promote design that discourages crime?</li> <li>• Will it promote a healthier community food environment such as through opportunities for food growing?</li> </ul>	Population Human Health

Objective	Guide Questions	SEA Regulations Topic(s)
<b>6. Transport: To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</b>	<ul style="list-style-type: none"> <li>• Will it reduce travel demand and the distance people travel for jobs, employment, leisure and services and facilities?</li> <li>• Will it reduce out-commuting?</li> <li>• Will it encourage a shift to more sustainable modes of transport?</li> <li>• Will it encourage walking, cycling and the use of public transport through the provision of connected, attractive and safe routes?</li> <li>• Will it help to reduce traffic congestion and improve road safety?</li> <li>• Will it allow for people with mobility problems or a disability to access buildings and places?</li> <li>• Will it deliver investment in transportation infrastructure that supports growth in the Chelmsford City Area?</li> <li>• Will it enhance Chelmsford's role as a key transport node?</li> <li>• Will it reduce the level of freight movement by road?</li> </ul>	Population Human Health Air Climatic Factors
<b>7. Land Use and Soils: To encourage the efficient use of land and conserve and enhance soils.</b>	<ul style="list-style-type: none"> <li>• Will it promote the use of previously developed (brownfield) land and minimise the loss of greenfield land?</li> <li>• Will it avoid the loss of best and most versatile agricultural land?</li> <li>• Will it reduce the amount of derelict, degraded and underused land?</li> <li>• Will it encourage the reuse of existing buildings and infrastructure?</li> <li>• Will it prevent land contamination and facilitate remediation of contaminated sites?</li> </ul>	Material Assets Soil
<b>8. Water: To conserve and enhance water quality and resources.</b>	<ul style="list-style-type: none"> <li>• Will it reduce water pollution and improve ground and surface water quality?</li> <li>• Will it address issues associated with nutrient loading?</li> <li>• Will it reduce water consumption and encourage water efficiency?</li> <li>• Will it ensure that new water/wastewater management infrastructure is delivered in a timely manner to support new development?</li> </ul>	Water
<b>9. Flood Risk: To reduce the risk of flooding to people and property, taking into account the effects of climate change.</b>	<ul style="list-style-type: none"> <li>• Will it help to minimise the risk of flooding to existing and new developments/infrastructure?</li> <li>• Will it manage effectively, and reduce the likelihood of, flash flooding, taking into account the capacity of sewerage systems?</li> <li>• Will it discourage inappropriate development in areas at risk from flooding?</li> <li>• Will it ensure that new development does not give rise to flood risk elsewhere?</li> <li>• Will it deliver multifunctional sustainable urban drainage systems (SUDs) where possible and promote investment in flood defences that reduce vulnerability to flooding?</li> </ul>	Climatic Factors Water
<b>10. Air: To improve air quality.</b>	<ul style="list-style-type: none"> <li>• Will it maintain and improve air quality?</li> <li>• Will it address air quality issues?</li> <li>• Will it avoid locating development in areas of existing poor air quality?</li> <li>• Will it minimise emissions to air from new development, such as through the preparation of a sustainable travel plan to reduce car use?</li> <li>• Will it provide for electric charging points to support the adoption of electric vehicles?</li> <li>• Will it affect air quality at designated sites that are sensitive to air pollution?</li> </ul>	Air Human Health Biodiversity, Fauna and Flora

Objective	Guide Questions	SEA Regulations Topic(s)
<b>11. Climate Change: To minimise greenhouse gas emissions and adapt to the effects of climate change.</b>	<ul style="list-style-type: none"> <li>• Will it minimise energy use and reduce or mitigate greenhouse gas emissions, assisting realisation of the City Area’s emission targets?</li> <li>• Will it plan or implement adaptation measures for the likely effects of climate change?</li> <li>• Will it maximise the delivery of renewable and low carbon energy generation at site level and district level and reduce dependency on non-renewable sources?</li> <li>• Will it promote sustainable design that minimises greenhouse emissions and is adaptable to the effects of climate change?</li> <li>• Will it deliver homes and other buildings of high energy efficiency standards which contribute to the City Area’s zero carbon targets?</li> </ul>	Climatic Factors
<b>12. Waste and Natural Resources: To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</b>	<ul style="list-style-type: none"> <li>• Will it minimise the demand for raw materials?</li> <li>• Will it promote the use of local resources?</li> <li>• Will it reduce minerals extracted and imported?</li> <li>• Will it increase efficiency in the use of raw materials and promote recycling?</li> <li>• Will it result in development within a Minerals Safeguarding Area?</li> <li>• Will it reduce waste arisings?</li> <li>• Will it increase the reuse and recycling of waste?</li> <li>• Will it support investment in waste management facilities to meet local needs?</li> </ul>	Material Assets
<b>13. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.</b>	<ul style="list-style-type: none"> <li>• Will it help to conserve and enhance existing features of the historic built environment and their settings, including archaeological assets?</li> <li>• Will it tackle heritage assets identified as being ‘at risk’?</li> <li>• Will it promote sustainable repair and reuse of heritage assets?</li> <li>• Will it protect or enhance the significance of designated heritage assets?</li> <li>• Will it protect or enhance the significance of non-designated heritage assets?</li> <li>• Will it promote local cultural distinctiveness, recognising the diversity of Chelmsford’s population?</li> <li>• Will it help to conserve historic buildings, places and spaces that enhance local distinctiveness, character and appearance through sensitive adaptation and re-use?</li> <li>• Will it improve and promote access to buildings and landscapes of historic/cultural value?</li> </ul>	Cultural Heritage Landscape
<b>14. Landscape and Townscape: To conserve and enhance landscape character and townscapes.</b>	<ul style="list-style-type: none"> <li>• Will it conserve and enhance landscape character and townscapes?</li> <li>• Will it promote high quality design in context with its urban and rural landscape?</li> <li>• Will it avoid inappropriate development in the Green Belt and maintain its extent?</li> <li>• Will it help to conserve and enhance the Marine Conservation Zone?</li> <li>• Will it avoid inappropriate erosion of the Green Wedge?</li> <li>• Will it protect tranquil landscapes and areas?</li> </ul>	Landscape Cultural Heritage

4.1.3 **Table 4.2** shows the extent to which the Assessment Objectives encompass the range of issues identified in the SEA Regulations.

**Table 4.2 Coverage of SEA Regulations Topics by the Assessment Objectives**

SEA Regulations Topic	Assessment Objective(s)
Biodiversity, Fauna & Flora	1, 10
Population *	2, 3, 4, 5, 6
Human Health	1, 4, 5, 6, 10
Soil	7
Water	8, 9
Air	6, 10
Climatic Factors	6, 9, 11
Material Assets *	7, 12
Cultural Heritage including architectural and archaeological heritage	13, 14
Landscape	13, 14

\* These terms are not clearly defined in the SEA Regulations.

## 4.2 METHODOLOGY

4.2.1 Based on the contents of the Preferred Options Consultation Document detailed in **Section 1.4**, the Assessment Framework has been used to appraise the following key components of the document:

- Spatial Principles;
- Housing and Employment Target Projections; and
- Spatial Approaches.

4.2.2 The approach to the assessment of each of the elements listed above is set out in the sections that follow.

### SPATIAL PRINCIPLES

4.2.3 The Spatial Principles are intended to support and guide the Spatial Approaches for the Local Plan. It is therefore important that the Spatial Principles are aligned with the Assessment Objectives. The Spatial Principles contained in the Preferred Options Consultation Document (see **Section 1.4**) have therefore been appraised for their compatibility with the objectives that comprise the Assessment Framework to help establish whether the proposed general approach to the Local Plan is in accordance with the principles of sustainability. A compatibility matrix has been used to record the assessment, as shown in **Table 4.3**.

**Table 4.3 Compatibility Matrix**

Assessment Objective	Spatial Principle			
	Vision	Spatial Principle 1	Spatial Principle 2	Spatial Principle 3...etc
1. Biodiversity and Geodiversity	+	0	+	?
2. Housing	+	-	+	+
3. Etc...	+	0	+	?

**Key**

+	Compatible	?	Uncertain
0	Neutral	-	Incompatible

NB: where more than one symbol/colour is presented in a box it indicates that the assessment has identified both compatibilities and incompatibilities between the Spatial Principles and the Assessment Objectives. Where a box is coloured but also contains a '?', this indicates a degree of uncertainty regarding the relationship between the Spatial Principles and the Assessment Objectives although a professional judgement is expressed in the colour used.

4.2.4 The findings of the compatibility assessment of the Spatial Principles and the Assessment Objectives are presented in **Section 5.2**.

## HOUSING AND EMPLOYMENT TARGET AND PROJECTIONS

4.2.5 The Preferred Options Consultation Document sets out possible projections relating to the quantum of housing and jobs to be delivered in the Chelmsford City Area over the plan period. These projections have been appraised against each of the Assessment Objectives using an assessment matrix. The matrix includes:

- the Assessment Objectives;
- a score indicating the nature of the effect for projection on each Assessment Objectives;
- a commentary on significant effects (including consideration of the cumulative, synergistic and indirect effects as well as the geography, duration, temporary/permanence and likelihood of any effects) and on any assumptions or uncertainties; and
- recommendations, including any mitigation or enhancement measures.

4.2.6 The format of the matrix that has been used in the assessment is shown in **Table 4.4**. A qualitative scoring system has been adopted which is set out in **Table 4.5** and to guide the assessment, specific definitions have been developed for what constitutes a significant effect, a minor effect or a neutral effect for each of the 14 Assessment Objectives; these can be found in **Appendix E**.

**Table 4.4 Assessment Matrix – Housing and Employment Target Projections**

Assessment Objective	Assessment
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	<p><b>Likely Significant Effects</b> A description of the likely effects of each approach on the Objective has been provided here.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Mitigation and enhancement measures are outlined here.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>Any assumptions made in undertaking the assessment are listed here.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Any uncertainties encountered during the assessment are listed here.</li> </ul>

**Table 4.5 Scoring System**

Score	Description	Symbol
Significant Positive Effect	The approach contributes significantly to the achievement of the objective.	++
Minor Positive Effect	The approach contributes to the achievement of the objective but not significantly.	+
Neutral	The approach does not have any effect on the achievement of the objective	0
Minor Negative Effect	The approach detracts from the achievement of the objective but not significantly.	-
Significant Negative Effect	The approach detracts significantly from the achievement of the objective.	--
No Relationship	There is no clear relationship between the approach and the achievement of the objective or the relationship is negligible.	~
Uncertain	The approach has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.	?

NB: where more than one symbol/colour is presented in a box it indicates that the assessment has identified both positive and negative effects. Where a box is coloured but also contains a '?', this indicates uncertainty over whether the effect could be a minor or significant effect although a professional judgement is expressed in the colour used. A conclusion of uncertainty arises where there is insufficient evidence for expert judgement to conclude an effect.

4.2.7 The completed assessment matrices are presented at **Appendix F, Appendix G** and **Appendix H**. Summaries of the results of the assessments are provided in **Section 5.3** and **Section 5.4** of this report.

## SPATIAL APPROACHES

4.2.8 The five Spatial Approaches set out in the Issues and Options Consultation Document have also been appraised using the Assessment Framework and definitions of significance with the findings presented in a matrix similar to that shown in **Table 4.4** but which permits a comparison of the approaches.

4.2.9 The completed assessment matrices are contained at **Appendix F**. The findings of the assessment of the spatial approaches are summarised in **Section 5.5** of this report.

## **SECONDARY, CUMULATIVE AND SYNERGISTIC EFFECTS**

4.2.10 The SEA Regulations require that the secondary, cumulative and synergistic effects of the Local Plan are assessed. In particular, it will be important to consider the combined sustainability effects of the policies and proposals of the Local Plan both alone and in combination with other plans and programmes.

## **4.3 WHEN THE ASSESSMENT WAS UNDERTAKEN AND BY WHOM**

4.3.1 This IIA of the Preferred Options Consultation Document was undertaken by WSP UK Limited in February 2024.

## **4.4 DIFFICULTIES ENCOUNTERED IN UNDERTAKING THE ASSESSMENT**

4.4.1 The SEA Regulations require the identification of any difficulties (such as technical deficiencies or lack of knowledge) encountered during the assessment process. These uncertainties and assumptions are detailed in the assessment matrices. Those uncertainties and assumptions common across the assessment are outlined below.

### **UNCERTAINTIES**

- The design and layout of the proposed allocations is not known at this stage.
- The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.
- The level of investment in community facilities and services that may be stimulated by new development is uncertain at this stage and will in part be dependent on the policies of the Local Plan, site specific proposals and viability.
- The exact scale of greenhouse gas emissions associated with Local Plan approaches will be dependent on a number of factors including: the exact design of new development; future travel patterns and trends; technological changes; individual energy consumption behaviour; and the extent to which energy supply has been decarbonised over the plan period.
- The exact scale of waste generated will be dependent on a number of factors including: the design of new development; waste collection and disposal regimes; and individual behaviour with regard to recycling and reuse.
- The speed, scale and behavioural implications (such as patterns of work and commuting) associated with the recovery from the Covid-19 pandemic.

### **ASSUMPTIONS**

- It is assumed that greenfield land will be required to accommodate some of the future growth over the plan period.



- It is assumed that new development would not be located on land designated for nature conservation.
- It is assumed that the Council will liaise with Essex and Suffolk Water with regard to infrastructure requirements for future development.
- Measures contained in the Essex and Suffolk Water's Water Resources Management Plan would be expected to help ensure that future water resource demands are met.
- There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.
- It is assumed that, where appropriate, development proposals would be accompanied by a Flood Risk Assessment (FRA) and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.
- It is assumed that the Essex Waste Local Plan will make provision to accommodate additional waste associated with growth in the Chelmsford City Area.

## 5. ASSESSMENT OF LIKELY EFFECTS

### 5.1 INTRODUCTION

5.1.1 This section presents the findings of the assessment of effects of the Preferred Options Consultation Document against the Objectives that comprise the Assessment Framework. It assesses the compatibility of the Local Plan Strategic Priorities with the Assessment Objectives (Section 5.2) before presenting a summary of the assessments of the housing target projections (Section 5.3), employment target projections (Section 5.4) and spatial approaches (Section 5.5). A range of potential mitigation and enhancement measures are also identified and which could be considered by the Council during the development of the Local Plan to help enhance positive effects and reduce negative effects (Section 5.6).

### 5.2 STRATEGIC PRIORITIES

5.2.1 The Preferred Options Consultation Document sets out Strategic Priorities that are intended to support and guide the Spatial Approaches for the Local Plan. These are reproduced below:

Priorities for climate
<p><b>3. Addressing the Climate and Ecological Emergency</b></p> <ul style="list-style-type: none"> <li>Mitigate the impacts of climate change and adapt to its consequences</li> <li>Ensure new development moves towards delivering net-zero carbon emissions (energy efficiency, sustainable construction, renewable energy, infrastructure for active and sustainable travel)</li> <li>Ensure development adapts to minimise adverse impacts that create climate and ecological change, including managing flood risk and reducing carbon emissions</li> <li>Encourage tree planting and an increase in woodland expansion</li> <li>Ensure sustainable drainage systems in developments</li> </ul>
<p><b>2. Promoting smart, active travel and sustainable transport</b></p> <ul style="list-style-type: none"> <li>Promote/prioritise active travel and sustainable transport, for example in new developments creating walkable neighbourhoods, where everyday facilities such as schools, shops, workplaces, community and sports facilities, and open spaces are easily accessible by foot or cycle in 15-20 minutes</li> <li>Reduce reliance on fossil fuelled vehicles</li> <li>Support the provision of strategic and local transport infrastructure to enable a future for alternatives to fossil fuelled vehicles</li> <li>Create the conditions for active and sustainable travel locally, such as electric charging points for all new houses, accessible cycle and footpaths, multi-functional greenways, secure cycle parking, and provision of or subscription to car clubs</li> <li>Promote innovations in transport including smart technology</li> </ul>
<p><b>3. Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks</b></p> <ul style="list-style-type: none"> <li>Plan positively for biodiversity net gain and green infrastructure including high quality green spaces</li> <li>protect and enhance local distinctiveness and plan positively for the creation, protection, enhancement and management of multi-functional green/blue infrastructure networks and habitats to ensure a net gain for biodiversity and green infrastructure in line with the Council's Green Infrastructure Strategic Plan</li> </ul>

<ul style="list-style-type: none"> <li>• Minimise the loss of the best and most versatile agricultural land to ensure future food production</li> <li>• Protect/enhance the River Valleys and increase opportunities for sustainable travel</li> <li>• Use high quality green infrastructure to protect, enhance and create wildlife corridors to maintain ecological connectivity when greenfield land will be lost</li> </ul>
<p><b>Priorities for growth</b></p>
<p><b>4. Ensuring sustainable patterns of development and protecting the Green Belt</b></p> <ul style="list-style-type: none"> <li>• Plan positively to meet identified development needs and ensure that new development takes place in a sustainable way by balancing the key economic, social and environmental dimensions</li> <li>• Promote development of previously developed land in Chelmsford's Urban Area</li> <li>• Use the Settlement Hierarchy to identify most sustainable existing locations</li> <li>• Locate development in locations that are close to existing or proposed local facilities so people can walk/cycle and be less reliant on the car</li> <li>• Protect the Green Belt from inappropriate development</li> <li>• Ensure accordance with the Minerals Local Plan, Waste Local Plan and South East Inshore Marine Plan</li> </ul>
<p><b>5. Meeting the needs for new homes</b></p> <ul style="list-style-type: none"> <li>• Provide high quality new homes that meet people's needs (market, affordable, starter, supported, specialist, Gypsies and Travellers)</li> <li>• Address the imbalance between the supply and need for affordable housing for rent</li> <li>• Meet identified targets/needs for numbers and types of homes required to be built each year</li> <li>• Maintain a good supply of homes throughout the Local Plan period</li> </ul>
<p><b>6. Fostering growth and investment and providing new jobs</b></p> <ul style="list-style-type: none"> <li>• Ensure Chelmsford's businesses thrive, continue to innovate and can be even more productive and resilient</li> <li>• Foster new economic growth and new jobs to meet forecast local needs generated by the growing population.</li> <li>• Ensure a flexible rolling supply of employment land over the Local Plan period</li> <li>• Support the retention of existing designated employment and rural employment areas to maintain supply and choice of employment floorspace and rural employment development opportunities, and support the growing green economy and creative sector</li> <li>• Promotion of a circular economy</li> </ul>
<p><b>Priorities for place</b></p>
<p><b>7. Creating well designed and attractive places, and promoting the health and social well-being of communities</b></p> <ul style="list-style-type: none"> <li>• Promote the health and wellbeing of communities</li> <li>• Encourage healthy lifestyles and living environments for all residents for example by requiring development to contribute to creating an inclusive built and natural environment, to provide new green spaces including high quality green infrastructure and access to the countryside, sport and recreation facilities and to promote active and healthy lifestyles through the enhancement of sustainable and active travel routes</li> <li>• Ensure that the integrity of communities is maintained, and social cohesion is promoted in new development</li> <li>• Ensure that all new development meets the highest standards of design</li> <li>• Require the use of masterplans and encourage design codes where appropriate for strategic scale developments</li> <li>• Ensure new development helps provide new primary health services</li> </ul>

<ul style="list-style-type: none"> <li>• Promote community involvement in the long-term management and stewardship of new strategic residential development</li> <li>• Encourage development to be future-proofed and as sustainable and energy efficient as possible</li> </ul>
<p><b>8. Delivering new and improved strategic and local infrastructure</b></p> <ul style="list-style-type: none"> <li>• Address city-wide infrastructure needs</li> <li>• Maximise the efficient use of existing infrastructure capacities</li> <li>• Explore opportunities for new sustainable infrastructure</li> <li>• Ensure that necessary new or upgraded local infrastructure is provided alongside new development when it is needed</li> <li>• Ensure appropriate and timely strategic infrastructure to support new development</li> </ul>
<p><b>9. Encouraging resilience in retail, leisure, commercial and cultural development</b></p> <ul style="list-style-type: none"> <li>• Promote the vitality and viability of Chelmsford City Centre, South Woodham Ferrers Town Centre and Principal Neighbourhood Centres</li> <li>• Promote a range of functions which contribute to the vibrancy of Chelmsford City Centre and maintain its position as a leading destination.</li> <li>• Enhance the retail, leisure, commercial and cultural development offer of South Woodham Ferrers Town Centre</li> <li>• Protect existing and support new/enhanced leisure, sports, arts, cultural and recreation facilities to ensure that all parts of the City Council area are vibrant and successful</li> <li>• Implementation of the Plan for Improving Rivers and Waterways in and around Chelmsford, to improve the appearance, attractiveness and recreational use of Chelmsford's rivers and waterways, and some of its ambitions have been translated into policy</li> </ul>

- 5.2.2 A matrix has been completed to assess the compatibility of the Strategic Priorities contained in the Preferred Options Consultation Document against the Assessment Objectives. **Table 5.1** presents the results of this Compatibility Assessment.
- 5.2.3 The Strategic Priorities are broadly supportive of the Assessment Objectives with very few incompatibilities identified. All of the Assessment Objectives are supported by one or more of the Strategic Priorities whilst conversely, none of the Strategic Priorities have been assessed as being incompatible with all of the Assessment Objectives.
- 5.2.4 Assessment Objective 4 (Sustainable Living and Revitalisation) is particularly well supported by the Strategic Priorities. This reflects their emphasis on supporting urban renewal and delivering development in accessible locations and which has also been assessed as being compatible with those Assessment Objectives relating to housing (Objective 2), the economy (Objective 3) and transport (Objective 6). Reflecting the desire to focus development towards urban areas, and allied with the intent to protect the Green Belt, Green Wedge and landscape character, the Strategic Priorities are also considered to be supportive of those Assessment Objectives relating to biodiversity (Objective 1), health and wellbeing (Objective 5), land use (Objective 7), cultural heritage (Objective 13) and landscape (Objective 14).
- 5.2.5 The assessment presented in **Table 5.1** highlights that in some instances, conflicts may exist between the Strategic Priorities and the Assessment Objectives, or their relationship is uncertain. Where conflicts or uncertainties have been identified, this generally relates to, on the one hand, the aspiration for growth, and on the other, the need to protect and enhance environmental assets and minimise resource use, waste and greenhouse gas emissions. In this regard, the Spatial Priority relating to the renewal of the City Centre is likely to lead to increased resource use (including water), waste generation and emissions



associated with new development whilst effects on Chelmsford City Area's environmental assets are likely to be uncertain until the exact quantum and location of development has been determined. Conversely, those Strategic Priorities that seek to protect the City Area's environmental assets could restrict growth and which may result in conflicts in respect of housing delivery (Objective 2) and the economy (Objective 3) in particular.

- 5.2.6 Where possible incompatibilities or uncertainties have been identified, these can be resolved if development takes place in accordance with all of the Strategic Priorities. As such, an incompatibility or uncertainty are not necessarily insurmountable issues but may need to be considered in the development of policies that comprise the Local Plan.



**Table 5.1 Compatibility Matrix**

Assessment Objective	Strategic Priorities								
	1. Addressing the Climate and Ecological Emergency	2. Promoting smart, active travel and sustainable transport	3. Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks	4. Ensuring sustainable patterns of development and protecting the Green Belt	5. Meeting the needs for new homes	6. Fostering growth and investment and providing new jobs	7. Creating well designed and attractive places, and promoting the health and social well-being of communities	8. Delivering new and improved strategic and local infrastructure	9. Encouraging resilience in retail, leisure, commercial and cultural development
1. Biodiversity and Geodiversity: To conserve and enhance biodiversity and geodiversity and promote improvements to the multifunctional green infrastructure network.	+	+	+	+	?	?	+	?	0
2. Housing: To meet the housing needs of the Chelmsford City Area and deliver decent homes.	-	0	-	?	+	+	?	+	0
3. Economy, Skills and Employment: To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.	-	0	-	?	0	+	?	+	+
4. Sustainable Living and Revitalisation: To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.	0	+	0	+	+	+	+	+	+



Assessment Objective	Strategic Priorities								
	1. Addressing the Climate and Ecological Emergency	2. Promoting smart, active travel and sustainable transport	3. Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks	4. Ensuring sustainable patterns of development and protecting the Green Belt	5. Meeting the needs for new homes	6. Fostering growth and investment and providing new jobs	7. Creating well designed and attractive places, and promoting the health and social well-being of communities	8. Delivering new and improved strategic and local infrastructure	9. Encouraging resilience in retail, leisure, commercial and cultural development
5. Health and Wellbeing: To improve the health and wellbeing of those living and working in the Chelmsford City area.	+	+	+	0	+	+	+	+	+
6. Transport: To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.	+	+	0	?	0	?	0	+	+
7. Land Use and Soils: To encourage the efficient use of land and conserve and enhance soils.	+	0	+	+	-	-	+	?	0
8. Water: To conserve and enhance water quality and resources.	+	0	+	+	?	0	+	?	0
9. Flood Risk: To reduce the risk of flooding to people and property, taking into account the effects of climate change.	+	0	+	+	?	0	+	?	0
10. Air: To improve air quality.	+	+	+	+	?	0	?	-	0



Assessment Objective	Strategic Priorities								
	1. Addressing the Climate and Ecological Emergency	2. Promoting smart, active travel and sustainable transport	3. Protecting and enhancing the Natural and Historic Environment, and support an increase in biodiversity and ecological networks	4. Ensuring sustainable patterns of development and protecting the Green Belt	5. Meeting the needs for new homes	6. Fostering growth and investment and providing new jobs	7. Creating well designed and attractive places, and promoting the health and social well-being of communities	8. Delivering new and improved strategic and local infrastructure	9. Encouraging resilience in retail, leisure, commercial and cultural development
11. Climate Change: To minimise greenhouse gas emissions and adapt to the effects of climate change.	+	+	+	+	?	?	+	-	0
12. Waste and Natural Resources: To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.	+	0	0	0	-	0	?	0	0
13. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.	0	0	+	+	-	?	+	?	0
14. Landscape and Townscape: To conserve and enhance landscape character and townscapes.	+	0	+	+	-	?	+	?	0

**Key**

+	Compatible	?	Uncertain	0	Neutral	-	Incompatible
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### 5.3 HOUSING REQUIREMENT 2022-2041

5.3.1 When taking the supply buffer into account, provision is made for a total of 22,567 new homes in the period 2022-2041. When considering existing housing completions (822) existing sites with planning permission (3,745), existing Local Plan allocations to 2036 (12,677) and Windfall Projection to 2041 (1,461) the residual housing requirement for the period to 2041 is 3,862 new homes.

#### ASSESSMENT

5.3.2 The Housing Requirement has been assessed against the Assessment Objectives, using the qualitative scoring system in **Table 1.2**. The emerging findings of the assessment are summarised in **Table 5.2**.

**Table 5.2 Assessment of Indicative Housing Requirement**

Assessment Objective	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
Approach														
Housing Requirement	+/-	++	++	+/-	+/-	+/- /?	+/-	-/?	-/?	-/?	-/?	-/?	+/-	+/-

5.3.3 The likely significant positive sustainability effects associated with the Housing Requirement relate to:

- **Housing (Objective 2):** the approach would meet in full, and exceed, the assessed housing requirement for the Chelmsford City Area over the plan period. This is in accordance with the objective of the NPPF to boost housing supply.
- **Economy (Objective 3):** the approach would help to stimulate economic growth through the provision of a workforce as well as consumers, as long as development proposals deliver homes, jobs and infrastructure are delivered in a co-ordinated fashion to help limit excess in- or out-commuting and ensure a degree of self-containment.

5.3.4 The likely significant negative sustainability effects associated with the Housing Requirement relate to:

- **Land Use (Objective 7):** whilst brownfield land will be used through windfall sites, a significant area of greenfield land will be required.

5.3.5 Mixed (and uncertain) effects are identified across a range of the Assessment Objectives (sustainable living and revitalisation, health and well-being and transport) which reflects the potential for housing growth to result in positive and adverse environmental impacts.

These potential effects will require further consideration in the identification of site allocations and development of policies for the Local Plan and in this regard, there is the potential for new housing to deliver benefits in respect of, for example, sustainable travel, health and enhancements to townscapes.

5.3.6 Minor negative and uncertain effects have been identified against biodiversity, water, flood risk, air quality, climate change and waste and natural resources reflecting the demands placed on the use of natural resources by housing growth, notwithstanding advances in building technologies and the mitigation of negative effects through building and site design. Uncertainty exists in the extent and speed of these sustainable interventions. More generally, residential development requirements and the more limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area will mean that greenfield land is required for development.

## 5.4 EMPLOYMENT LAND REQUIREMENT

5.4.1 Whilst the adopted Local Plan employment policies are still relevant and site allocations for new employment development are also progressing in line with projections, some policies will require updating and additional policies may be required in the light of changes to national planning policy and new legislation. Changes are also required to ensure that the Local Plan continues to meet future employment needs to 2041.

5.4.2 The Preferred Options Consultation Document proposes development sites to accommodate a minimum of 162,646 sqm of new employment business floorspace.

### ASSESSMENT

5.4.3 The proposed approach to the Employment Land Requirement has been assessed against the Assessment Objectives using the qualitative scoring system in **Table 1.2**. The emerging findings of the assessment are summarised in **Table 5.3**.

**Table 5.3 Assessment of Employment Land Requirement**

Assessment Objective	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
Proposed allocation (162,646 sqm)	-/?	0	++/?	+	+/?	+/-/?	+/-	-/?	-/?	+/-/?	+/-/?	-	+/-/?	+/-/?

5.4.4 The key likely significant positive effects associated with the Employment Land Requirement relate to:

- Economy (Objective 3): The provision of employment land will support economic growth across Chelmsford, delivering deliver jobs and supporting regeneration and investment.

- 5.4.5 No significant negative effects have been identified in the assessment. However, negative (and uncertain) effects have been identified across a range of the Assessment Objectives associated with biodiversity, transport, air quality, climate change and waste and natural resources, reflecting increases in trends such as commuting, new infrastructure requirements and emissions associated with HGVs. As with housing, these potential effects will require further consideration in the development of policies for the Local Plan and will require particular attention in the identification of site location, design and mitigation measures. There is the potential for new employment uses to deliver benefits in respect of, for example, sustainable travel, health and enhancements to townscapes.
- 5.4.6 A minor positive effect has been identified in respect of Sustainable Living (Objective 4) and Health and Well-Being (Objective 5) reflecting the opportunities for the provision of local employment opportunities associated with the revitalisation of urban areas.
- 5.4.7 Mixed effects relate to land use (Objective 7), cultural heritage (Objective 13) and landscape/townscape (Objective 14) reflecting potential compromises to be made in allocating development, but also opportunities for the protection and enhancement of these resources.

## 5.5 ASSESSMENT OF THE PREFERRED SPATIAL STRATEGY

### DEVELOPMENT REQUIREMENTS AND THE SPATIAL STRATEGY

- 5.5.1 The Preferred Options Consultation Document makes provision for a total of 18,000 dwellings (including windfall allowance), 30 permanent pitches for Gypsies and Travellers, 25 permanent plots for Travelling Showpeople, 162,646 sqm of employment floorspace over the plan period.

**Table 5.4 Spatial Strategy – Development Locations and Allocations**

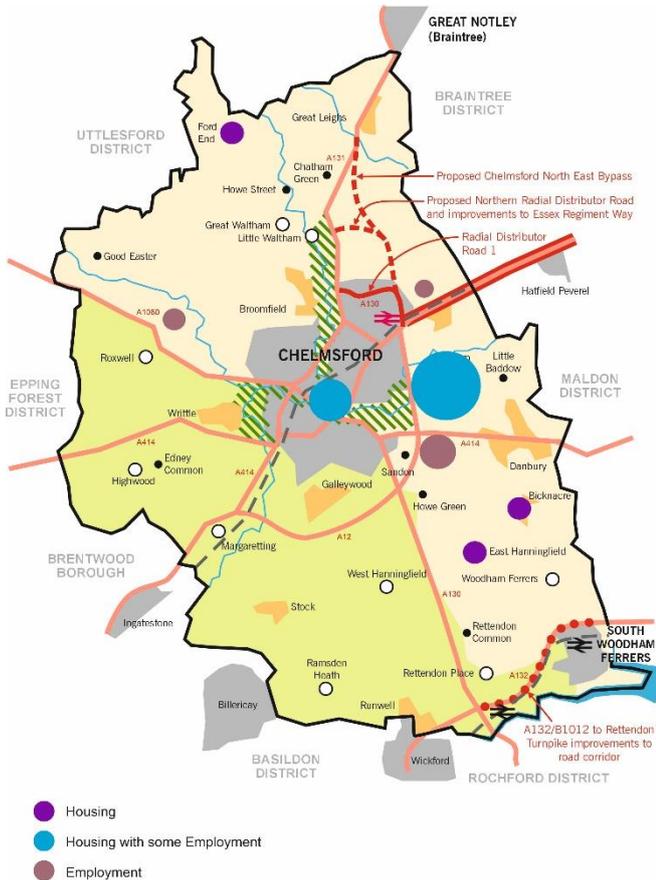
Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
<b>Growth Area 1 – Central and Urban Chelmsford</b>					
<b>Site/Location</b>					
1	Previously developed sites in Chelmsford Urban Area	2,765			4,000sqm Use Class Eg(i-iii)
2	West Chelmsford	880		5	
3a	East of Chelmsford - Manor Farm	360			
3b	East of Chelmsford - Land North of Maldon Road				5,000sqm Office/Business Park
3c	East of Chelmsford - Land North of Maldon Road	109			

Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
3d	East of Chelmsford - Land North of Maldon Road	65			
4	Land North of Galleywood Reservoir	24			
5	Land surrounding Telephone Exchange, Ongar Road, Writtle	25			
Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
<b>Area Total</b>		<b>4,228</b>		<b>5</b>	<b>9,000sqm</b>
Growth Area 2 – North Chelmsford					
Site/Location					
6	North East Chelmsford (Chelmsford Garden Community)	6,250	10	10	56,946sqm Office/Business Park
7a	Great Leighs - Land at Moulsham Hall	750		5	
7b	Great Leighs - Land East of London Road	190			
7c	Great Leighs - Land North and South of Banter's Lane	100			
8	North of Broomfield	512			
9a	Waltham Road Employment Area				3,500sqm B2/B8
14a	Land west of Back Lane, Ford End	20			
14b	Land south of Ford End Primary School, Ford End	20			
15	Little Boyton Hall Farm Rural Employment Area				6,000sqm B2/B8
<b>Area Total</b>		<b>7,842</b>	<b>10</b>	<b>15</b>	<b>66,446sqm</b>
Development Allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Growth Area 3 – South and East Chelmsford					
Site/Location					
16a	East Chelmsford Garden Community (Hammonds Farm)	3,000	20		43,000sqm Business Space

Development allocations to 2041		New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
16b	Land adjacent to A12 Junction 18				43,000sqm Business Space
10	North of South Woodham Ferrers	1,220		5	1,200sqm Business Space,
11a	South of Bicknacre	42			
11b	Land at Kingsgate, Bicknacre	20			
11c	Land west of Barbrook Way, Bicknacre	20			
12	St Giles, Bicknacre	32			
13	Danbury	100			
17a	Land North of Abbey Fields, East Hanningfield	15			
17b	Land east of Highfields Mead, East Hanningfield	20			
<b>Area Total;</b>		<b>4,469</b>	<b>20</b>	<b>5</b>	<b>87,200 sqm</b>
<b>Total Local Plan Allocations</b>		<b>16,539</b>	<b>30</b>	<b>25</b>	<b>162,646 sqm</b>
<b>Windfall Allowance 2026-2041</b>		<b>1,461</b>			
<b>TOTAL</b>		<b>18,000</b>	<b>30</b>	<b>25</b>	<b>162,646 sqm</b>

5.5.2 For the majority of the development requirement, the preferred Spatial Strategy takes forward the spatial strategy within the Adopted Local Plan. For clarity, within the total development requirement set out in **Table 5.4** above, the new locations for development to meet the residual housing requirement are set out in **Figure 5.1**.

**Figure 5.1 Summary of the additional locations for growth (compared to the Adopted Local Plan) in the Proposed Spatial Strategy**



Location	Homes	Employment
Chelmsford Urban Area	747	
East Chelmsford Garden Community (Hammonds Farm)	3,000	43,000 sqm mixed
Bicknacre	40	-
Ford End	40	-
East Hanningfield	35	-
J18 of A12	-	43,000 sqm mixed
Little Boyton Hall Farm Rural Employment Area	-	6,000 sqm B2/B8
Waltham Road Employment Area	-	3,500 sqm B2/B8

5.5.3 The preferred development requirements and Spatial Strategy have been appraised against the IIA objectives in accordance with the approach set out above. The findings of the appraisal are presented in **Appendix F. Table 5.5** summarises the findings of this appraisal and identifies the cumulative likely significant effects of the preferred options.

**Table 5.5 Summary of the Appraisal of the Preferred Development Requirements and Spatial Strategy**

Preferred Option	1. Biodiversity	2. Housing	3. Economy	4. Urban Renaissance	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
Preferred Housing/Gypsy Traveller and Travelling Showpeople Requirement	+/-	++	++	+/-	+/-	+/- /?	+/-	-/?	-/?	-/?	-/?	-/?	+/-	+/-
Preferred Employment Requirement	-/?	0	++/ ?	+	+/?	+/- /?	+/-	-/?	-/?	+/- /?	+/- /?	-	+/- /?	+/- /?
Preferred Spatial Strategy	+/- /?	++/ ?	++/ ?	++/ -	++/ -	++/ -	+/-	+/-	+/-	+/- /?	+/-	~	+/- /?	+/- /?
Cumulative Effect	+/- ?	++	++	++/ -	++/ -	++/ -	+/-	+/-	+/-	+/-	+/-	-	+/- /?	+/- /?

5.5.4 The provision of 18,000 dwellings (comprising 16,539 allocations and 1,461 windfalls) over the plan period would meet and exceed the City Area’s Housing Requirement of 1,000 net new homes per-year, as set out in the Local Plan Strategic Policy S6, as follows:

- To provide flexibility in the supply of housing sites and help significantly boost its supply, the Council proposes to allocate development sites in the Local Plan to provide close to a further 20% supply buffer above the Housing Requirement of 1,000 homes per annum. The buffer allows for an additional housing supply in Chelmsford to be maintained throughout the Local Plan period. This same approach was implemented by the Council’s in the Local Plan period covering 2013-2036. (Local Plan, paragraph 6.8)
- When taking the supply buffer into account, provision is made for a total of 22,567 new homes in the period 2022-2041. When considering existing housing completions (822), existing sites with planning permission (3,745), existing Local Plan allocations to 2036 (12,677) and Windfall Projection to 2041 (1,461) the residual new Local Plan Allocations for the period to 2041 is 3,862 new homes. (Local Plan, paragraph 6.9)

5.5.5 The provision of 36 - 77 permanent pitches for Gypsies and Travellers and 25 permanent plots for Travelling Showpeople, meanwhile, would also meet the requirements identified

in the Gypsy and Traveller Accommodation Assessment<sup>118</sup>.

- 5.5.6 The provisional results of the Gypsy and Traveller Accommodation Assessment (2024) that covers the period 2023 to 2041 were provided prior to the December 2023 revision to the Planning Policy for Traveller Sites. The Council awaits a revised breakdown of the number of Gypsy and Travellers meeting the Planning Policy for Traveller Sites definition in Annex 1 and those that do not meet this definition. When this information is available, further consideration can be given to the number pitches that can be allocated to meet this need and the need that could be met through Policy DM1.
- 5.5.7 Notwithstanding the caveat in para. 6.1.4 above, overall, the development requirements set out in the Preferred Options Consultation Document are expected to have a significant positive effect on housing (IIA Objective 2).
- 5.5.8 The provision of 162,646 sqm of employment floorspace has been appraised as having a significant positive effect in respect of the economy (IIA Objective 3). The Council's Economic Strategy (2017)<sup>119</sup> provides an overview of the economy of the Chelmsford City Area. It highlights that Chelmsford has been a major driver of growth within the Heart of Essex sub-region, which comprises the local authority areas of Chelmsford, Brentwood and Maldon. The City contributes over £3 billion per year to the Essex economy through some 83,000 jobs and 8,715 businesses, with particular strengths in the financial and business services sectors, research and development, and advanced manufacturing. The Council's Employment Land Review<sup>120</sup> provides an overview of the economy of the Chelmsford City Area. The report highlights the size of the office market and the prominence of Chelmsford City Centre, connections to Central London but a lack of good quality office accommodation coupled with a lack of recent office development and the need for flexibility as a result of new hybrid working patterns. The report identifies that the industrial market has remained buoyant and active, with demand currently outperforming the existing supply of available industrial space. The demand seen for industrial premises in Chelmsford is primarily for small to medium sized units (up to 5,000 sq.m) that aim to fulfil indigenous industrial needs, as opposed to larger scale distribution floorspace.
- 5.5.9 In this context, the provision of 162,646 sqm of employment floorspace over the plan period would be expected to help maintain and enhance Chelmsford's strategic economic role in the Heart of Essex sub-region, supporting existing businesses and attracting inward investment. Jobs growth would, in-turn, increase the amount of money spent in the local economy and there may also be supply chain benefits associated with new businesses.
- 5.5.10 Focusing the majority of growth in and adjacent to Chelmsford Urban Area, to the north of South Woodham Ferrers and at Key Service Settlements should ensure that prospective residents and workers have good access to key services, facilities and employment opportunities by virtue of the wide range of services, facilities and jobs these settlements

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<sup>118</sup> Chelmsford City Council (2017) Gypsy and Traveller Accommodation Assessment, available at: [chelmsford-gypsy-and-traveller-needs-assessment-2017.pdf](https://www.chelmsford.gov.uk/media/wqpcud1a/travelling-show-people-needs-assessment-2017.pdf) ([essexdesignguide.co.uk](https://www.essexdesignguide.co.uk))

See also: A Travelling Showperson Sites Planning Advice Note <https://www.chelmsford.gov.uk/media/wqpcud1a/travelling-show-people-planning-advice-note.pdf>

<sup>119</sup> Chelmsford City Council (2017) *Chelmsford Economic Strategy*. Available at: [A3 Chelmsford Economic Strategy](#)

<sup>120</sup> Chelmsford City Council (December 2023) Employment Land Review available at: [econ002-chelmsford-city-council-employment-land-review-2023.pdf](#)

provide and their good transport links. It is also anticipated that growth will promote investment in additional facilities, services and infrastructure, stimulating urban regeneration, minimising the need to travel by car and promoting walking and cycling.

- 5.5.11 In this regard, the preferred Spatial Strategy includes a number of proposed transport infrastructure improvements including the A130/A131 corridor, the Chelmsford North-East Bypass (CNEB) and two park and ride schemes (one located to the south west of Chelmsford around the A414 and the other located to the north east of Chelmsford around the A12 and A138) as well as existing planned infrastructure including the new Beaulieu Park Rail Station. The preferred Spatial Strategy also defines Special Policy Areas within and around existing facilities and institutions including Broomfield Hospital and ARU Writtle which is expected to support the continued growth and expansion of these institutions, generating benefits in terms of continued access to services and facilities.
- 5.5.12 Overall significant positive effects have therefore been identified in respect of urban renaissance (IIA Objective 4), health and wellbeing (IIA Objective 5) and transport (IIA Objective 6). However, it is recognised that growth (if unmitigated) could place pressure on existing facilities and services as well as on the strategic highways network and in consequence, minor negative effects have also been identified in respect of these objectives.
- 5.5.13 No further cumulative significant positive effects have been identified during the appraisal of the preferred development requirements and Spatial Strategy.
- 5.5.14 The preferred Spatial Strategy is proposing to deliver development on brownfield and greenfield sites. Opportunities for brownfield development take priority (notably recycling of land in the urban area) which generates a positive effect on land use (IIA Objective 7). However, the scale of development requirements and the limited number of suitable brownfield sites that have not already been earmarked for future development in the City Area mean that greenfield land adjacent to the urban areas of Chelmsford (including East of Great Baddow / North of Sandon, West Chelmsford and North of Broomfield) and South Woodham Ferrers and at, North East Chelmsford, East Chelmsford, Great Leighs, Danbury, Ford End, East Hanningfield and Bicknacre would be required to deliver circa 80% of new development (greenfield/mixed greenfield and brownfield sites). It is estimated that a total area of approximately 1,099ha of greenfield land will be required (853 ha of Grade 3 land and 246ha of Grade 2 land, equating to 4.2% of Grade 3 land and 2.4% of Grade 2 land). In consequence, a significant negative effect has also been identified in respect of IIA Objective 7.
- 5.5.15 No further cumulative significant negative effects have been identified during the appraisal of the preferred development requirements and Spatial Strategy.
- 5.5.16 New development will result in increased resource use and the generation of waste and in consequence, a cumulative negative effect is expected in respect of IIA Objective 13.
- 5.5.17 The preferred development requirements and Spatial Strategy have been assessed as having cumulative mixed positive and negative effects on the remaining IIA objectives. Sustainable, well-located development will present an opportunity to enhance the natural and built environment of the City Area. In particular, the redevelopment of brownfield sites, protection the Green Wedge within the City Area allied with the delivery of strategic scale sustainable urban extensions which follow Garden Community principles, could help to both minimise the adverse effects of development and deliver environmental enhancement by extending the City Area's green infrastructure networks. Green infrastructure provision may also present opportunities for recreation and climate change adaptation (including flood risk management). However, growth in the City Area is likely

to have a range of adverse environmental and social effects during both the construction and operation of new development and arising from, for example, land take, disturbance (e.g. noise), recreational pressure (in respect of nature conservation sites), increased vehicle movements and associated emissions to air, the use of energy and resources, and impacts on landscape and townscape character. These adverse effects are likely to be minimised through the implementation of Local Plan policies and mitigation at the site level and are therefore not considered likely to be significant. Nonetheless, some uncertainty remains, particularly in respect of biodiversity (IIA Objective 1), cultural heritage (IIA Objective 13) and landscape and townscape (IIA Objective 13) as the likelihood of positive and negative effects on these objectives will be dependent on the exact type, location and design of new development as well as the proximity and sensitivity of nearby receptors.

## **REASONS FOR THE SELECTION OF THE PREFERRED HOUSING REQUIREMENT AND FOR THE REJECTION OF ALTERNATIVES**

### **Reasons for the Selection of the Preferred Housing Requirement**

- 5.5.18 In accordance with national planning policy, the Preferred Options Consultation Document seeks to meet the Council's full assessed housing need of 953 homes per year in the period 2022-2041. To plan to meet only the minimum local housing need figure produced by the Standard Method would not significantly boost the supply of homes and potentially impacts on the Council's ability to meet housing needed by specific groups. The City Council declared a housing crisis in Chelmsford in February 2022 and levels of homelessness continue to rise. Taking this, and the annual variation into account, the Council proposes a Housing Requirement figure of 1,000 homes per annum for the plan period 2022 – 2041.
- 5.5.19 The Council's latest Strategic Housing and Employment Land Availability Assessment (SHELAA) Report 2021 shows that more than sufficient land is being promoted for development outside of the Green Belt and Green Wedge through the SHELAA 'call for sites' process to meet the identified development needs for the new Local Plan period including the housing requirement set out within the Preferred Options Consultation Document. Furthermore, the Local Plan evidence base (e.g. the SHELAA, Landscape Capacity and Sensitivity Assessment and Water Cycle Study) indicates that the preferred housing and employment development sites are suitable, available and achievable.
- 5.5.20 Overall, for the reasons set out above, the preferred housing requirement seeks to meet the Council's full assessed housing need of 1,000 homes per year in the period 2022-2041 plus close to a 20% buffer.
- 5.5.21 In accordance with the national Planning Policy for Traveller Sites (PPTS), the Council alongside the other Essex local Authorities has undertaken a Gypsy and Traveller Accommodation Assessment. This identifies those Gypsies, Travellers and Travelling Showpeople which should be planned for in accordance with the PPTS, as they retain a nomadic lifestyle, and those which should otherwise have their specific cultural needs of living accommodation met in accordance with the Equalities Act 2010, the Children's and Families Act 2014 and the Human Rights Act 1998, but no longer exercise a nomadic lifestyle and where the PPTS does not apply. The Local Plan needs to consider the accommodation needs of all Gypsies, Travellers and Travelling Showpeople, this will be done through a combination of specific development allocations and through planning policy criteria.
- 5.5.22 The Gypsy and Traveller Accommodation Assessment that covers the period 2023 to

2041 identifies a requirement for a range of between 36 and 77 permanent Gypsy and Traveller pitches and 25 permanent Travelling Showpeople plots to be developed by 2041 within Chelmsford.

- 5.5.23 The Council will expect to see Travelling Showpeople accommodation provided through a combination of specific strategic development allocations and through planning policy criteria, in order to deliver a choice of homes and to create mixed communities. Expectations for the delivery of the strategic growth locations including requirements for Traveller accommodation and affordable housing are set out in separate strategic site policies and Development Management Policies.
- 5.5.24 Overall, the Preferred Options Consultation Document is providing a strategy to meet the Council's full needs for new Gypsy and Traveller Accommodation Assessment in the period 2022-2041.

### **Reasons for the Rejection of Alternatives**

- 5.5.25 The Council has considered the following alternatives to the housing requirement set out within the Preferred Options Consultation Document. The reasons for their rejection are as follows:

#### **Use demographic starting point for housing**

- 5.5.26 In accordance with Government policy and guidance, the national demographic projections are the starting point for assessing how much housing will be required across an area. Using the most up-to-date ONS 2014-based Sub-National Population Projections covering the period to 2033, the demographic starting point to meet the projected increase in population in Chelmsford is 631 homes per-year. However, this figure is not the Council's assessed housing need and in accordance with Government guidance, other adjustment factors need to be considered.
- 5.5.27 Since the Standard Method was first published by Government in 2018, the average housing need figure has been 953 homes per annum. To plan to meet only the minimum local housing need figure produced by the Standard Method would not significantly boost the supply of homes and potentially impacts on the Council's ability to meet housing needed by specific groups. The City Council declared a housing crisis in Chelmsford in February 2022 and levels of homelessness continue to rise. Taking this, and the annual variation into account, the Council proposes a Housing Requirement figure of 1,000 homes per annum for the plan period 2022 – 2041.
- 5.5.28 The Council's latest SHELAA shows that more than sufficient land is being promoted for development outside of the Green Belt and Green Wedge through the SHELAA 'call for sites' process to meet the identified development needs for the new Local Plan period including the housing requirement set out within the Preferred Options Consultation Document. Furthermore, the Local Plan evidence base (e.g. the SHELAA, Landscape Capacity and Sensitivity Assessment and Water Cycle Study) indicates that the preferred housing and employment development sites are suitable, available and achievable.
- 5.5.29 Overall, for the reasons set out above, a housing requirement using the demographic starting point has been rejected by the Council. In addition, the setting of a higher housing target (i.e. greater than 1,000 dwellings per annum) has been rejected as the chosen target figure already exceeds the housing need figure of 953 dwellings and reflects past housing annual delivery rates.

### **Increase or decrease Traveller pitch requirements**

- 5.5.30 The provisional results of the Essex-wide Gypsy and Traveller Accommodation Assessment 2024 sets out provision for Gypsies, Travellers and Travelling Showpeople which should be planned for in accordance with the National Planning Policy for Traveller Sites (PPTS), as they retain a nomadic lifestyle, and those where the PPTS does not apply. For those Gypsies and Travellers that do not meet the PPTS definition, their needs will be considered through the provisions for specialist housing covered by Policy DM1 (Size and Type of Housing) of the Preferred Options Consultation Document.
- 5.5.31 An increase or decrease in Traveller pitch requirements would not be supported by the Local Plan evidence base (i.e. the Gypsy and Traveller Accommodation Assessment 2023). As such, this approach has been rejected by the Council as a reasonable alternative.

### **REASONS FOR THE SELECTION OF THE PREFERRED EMPLOYMENT REQUIREMENT AND FOR THE REJECTION OF ALTERNATIVES**

- 5.5.32 The Preferred Options Consultation Document sets out the intention to provide a162,646 sqm of employment space across a range of locations and site sizes (including mixed use sites) with flexibility on end uses. Policies have been updated to ensure that the Local Plan continues to meet future employment needs to 2041.
- 5.5.33 The findings of the Preferred Options IIA show that significant positive effects were identified in respect of the economy with more minor positive effects expected on urban renaissance. No significant negative effects were identified during the assessment although there was considered to be the potential for adverse effects across the majority of the other IIA objectives.

### **Reasons for the Selection of the Preferred Employment Requirement**

- 5.5.34 National policy requires Local Plans to proactively drive and support sustainable economic development to deliver jobs that the country needs. The Council wants Chelmsford's economy to develop further and be a preferred location for existing and prospective businesses. To achieve this, the Local Plan will ensure that there is an appropriate quantity and range of employment land to enable the local economy to function efficiently. The Local Plan will also assist in the creation of new jobs and inward investment by less direct means, for example, by supporting the expansion of education and training, facilitating improvements to transport and telecommunications and by maintaining an attractive environment through the protection of the landscape and heritage assets.
- 5.5.35 Of the162,646 sqm of employment proposed, some 99,500 sqm is proposed in 5 locations, providing bespoke sites which will increase the flexibility of the Local Plan provision.
- Chelmsford Urban Area: 4,000sqm Mixed Use
  - East Chelmsford Garden Community (Hammonds Farm): 43,000sqm Mixed Use
  - Land adjacent to A12 Junction 18, Sandon: 43,000sqm Mixed Use
  - Waltham Road Employment Area, Boreham: 3,500sqm B2/B8
  - Little Boyton Hall Farm Rural Employment Area, Roxwell: 6,000sqm B2/B8
- 5.5.36 The Retail Capacity Study 2023 does not consider it necessary for the Local Plan to

allocate additional convenience or comparison goods floorspace in Chelmsford City Centre or South Woodham Ferrers Town Centre over the plan period to 2041. Therefore, this is not a reasonable alternative.

- 5.5.37 The Council's latest SHELAA shows that more than sufficient land is being promoted for development outside of the Green Belt and Green Wedge through the SHELAA 'call for sites' process to meet the identified development needs for the new Local Plan period including the housing requirement set out within the Preferred Options Consultation Document. Furthermore, the Local Plan evidence base (e.g. the SHELAA, Landscape Capacity and Sensitivity Assessment and Water Cycle Study) indicates that the preferred housing and employment development sites are suitable, available and achievable.
- 5.5.38 Overall, the Preferred Options Consultation Document seeks to meet the Council's fully assessed needs for new jobs over the plan period.

## **REASONS FOR THE SELECTION OF THE PREFERRED SPATIAL STRATEGY AND FOR THE REJECTION OF ALTERNATIVES**

- 5.5.39 The following five spatial strategy approaches relating to the future distribution of development in the Chelmsford City Area were set out in the Issues and Options Consultation Document:
- Approach A: Growing Existing Strategy
  - Approach B: Growth in Urban Areas
  - Approach C: Wider Strategy
  - Approach D: Growth Along Transport Corridors
  - Approach E: New Settlement
- 5.5.40 All five spatial strategy approaches were subject to IIA with the findings presented in the IIA Report that accompanied the Issues and Options Consultation Document (see **Appendix K** in this document). The IIA Report found that the key likely significant sustainability effects associated with the spatial approaches relate to:
- Housing (Objective 2): Realising the delivery of homes to help meet local and sub-regional needs, including affordable housing.
  - Economy (Objective 3): The provision of employment land will support economic growth across Chelmsford, delivering deliver jobs and supporting regeneration and investment.
  - Sustainable Living and Revitalisation (Objective 4): Delivery of continued and enhanced health of urban areas through brownfield land use, economic growth, infrastructure and service provision and investment in the public realm generally.
  - Health and Well-Being (Objective 5): The provision of more and a wider range of services associated with population growth.
  - Significant negative effects associated with Land Use (Objective 7) and Landscape (Objective 14), reflecting the permanent loss of these resources to urban development.
- 5.5.41 The negative (and uncertain) effects identified across a range of the IIA objectives reflects the potential for economic development to result in adverse environmental impacts.

These potential effects will require further consideration in the development of policies for the Review of the Adopted Local Plan and will require particular attention in the identification of site location, design and mitigation measures. There is the potential for new employment uses to deliver benefits in respect of, for example, sustainable travel, health and enhancements to townscapes.

- 5.5.42 All approaches were found to be capable of delivering housing and employment requirements over the plan period, resulting in positive sustainability effects. There are broadly similar likely effects (mixed positive and negative) across all approaches in respect of biodiversity, cultural heritage, flood risk, land use and resource use, with potential uncertainty in respect of sustainable living and revitalisation, air quality and climate change associated with Approach D which is an untested approach. For all approaches, water resource use is an issue, reflecting regional local supply deficits.
- 5.5.43 Following consultation on the Issues and Options Consultation Document and IIA Report, and based on the responses received to that consultation, the Council has identified a Preferred Option which draws on aspects of the five spatial approaches previously presented.

### **Reasons for the Selection of the Preferred Spatial Strategy**

- 5.5.44 The preferred Spatial Strategy will focus new housing and employment growth to the most sustainable locations by making the best use of previously developed land in Chelmsford Urban Area; new garden communities to the north east and east of Chelmsford; sustainable urban extensions around Chelmsford; expansion of existing employment sites; and development around Key Service and Service Settlements outside the Green Belt in accordance with the Settlement Hierarchy.
- 5.5.45 Development will be focused in three broad growth areas:
- **Growth Area 1** - Central and Urban Chelmsford;
  - **Growth Area 2** - North Chelmsford;
  - **Growth Area 3** - South and East Chelmsford.
- 5.5.46 There will also be opportunities for small-scale exception sites providing affordable homes to meet identified local needs in locations where there are policies of constraint. Windfall sites are further expected to be a reliable source of supply.
- 5.5.47 Large and established mainly institutional uses within the countryside are identified as Special Policy Areas in order to support their necessary functional and operational requirements over the Plan period. The Special Policy Areas are defined on the Proposals Map at Chelmsford City Racecourse, Broomfield Hospital, Hanningfield Reservoir Treatment Works, RHS Hyde Hall Gardens, Sandford Mill and ARU Writtle.
- 5.5.48 The objective for development in the Central and Urban Chelmsford Growth Area is to focus on the regeneration of brownfield sites to continue the urban renewal and renaissance of the City. In addition to brownfield sites, sustainable new neighbourhoods on the edge of Urban Chelmsford linked to the City Centre by public transport, cycling and walking form part of the strategy for this Growth Area. These new neighbourhoods are located close to the Green Wedge in order to maximise opportunities for cycling and walking into the City Centre.
- 5.5.49 Sustainable new development in the North Chelmsford Growth Area will be based around urban extensions which follow Garden Community principles (e.g. comprehensively planned, enhance natural environment and provide high quality homes) and can help to

deliver strategic infrastructure including the Chelmsford North East Bypass. Development in North East Chelmsford will accommodate a substantial amount of new employment development during the Plan period.

- 5.5.50 Growth in the South and East Chelmsford Growth Area includes a new garden community at Hammonds Farm which will be to complement the approach adopted in North East Chelmsford.
- 5.5.51 Overall, the IIA found broadly positive effects associated with the delivery of homes, services and employment opportunities, summarised in **Table 5.6** below, detailed in **Appendix F**. Detailed appraisals of proposed allocations are presented in **Appendix G**.

**Table 5.6 Summary of the sustainability effects of the Preferred Spatial Strategy**

Assessment Objective	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
Preferred Spatial Strategy	+/- /?	++/?	++/?	++/-	++/-	++/-	+/-	+/-	+/-	+/- /?	+/-	~	+/- /?	+/- /?

5.5.52 The likely significant sustainability effects associated with the preferred Spatial Strategy relate to:

- **Housing (Objective 2):** Realising the delivery of homes to help meet local and sub-regional needs, including affordable housing.
- **Economy (Objective 3):** The provision of employment land will support economic growth across Chelmsford, delivering deliver jobs and supporting regeneration and investment.
- **Health and Well-Being (Objective 5):** The provision of more and a wider range of services associated with population growth.
- Significant negative effects associated with **Land Use (Objective 7)** and **Landscape (Objective 14)**, reflecting the permanent loss of these resources to urban development.

5.5.53 The negative (and uncertain) effects identified across a range of IIA objectives reflects the potential for development to result in adverse environmental impacts. These potential effects will require further consideration in the development of policies for the Review of the Adopted Local Plan and will require particular attention in the identification of site location, design and mitigation measures. There is the potential for new development to deliver benefits in respect of, for example, sustainable travel, health and enhancements to townscapes.

5.5.54 The Preferred Spatial Strategy is capable of delivering housing and employment

requirements over the plan period, resulting in positive sustainability effects. There are mixed positive and negative effects in respect of biodiversity, cultural heritage, flood risk, land use and resource use, with potential uncertainty in respect of sustainable living and revitalisation, air quality and climate change water resource use is an issue, reflecting regional local supply deficits.

- 5.5.55 The uncertainties and negative effects recorded emphasise the importance of the monitoring of the performance of sustainability indicators to help implement mitigation measures which would help improve the performance of all approaches, notably in respect of air quality, biodiversity, climate change and health and well-being.
- 5.5.56 In addition, small allocations in Key Service and Service Settlements will help to support the villages' services and facilities.
- 5.5.57 Overall, the Proposed Spatial Strategy proposed draws on elements of the five spatial approaches previously presented and in so doing meet the housing and employment needs of the City Area. The limitations associated with all five approaches are acknowledged in the suite of policies supporting the proposed spatial strategy and attendant allocations, based on experience in delivering the North East Chelmsford Garden Community and other significant developments across the City Area (notably at West Chelmsford and Great Leighs).

### **What has informed the Spatial Strategy**

- 5.5.58 The preferred Spatial Strategy (as set out in Strategic Policy S7) is based on a number of key considerations including national planning policy, an analysis of the Issues and Options consultation responses, the Issues and Options IIA Report, the Local Plan Vision and Spatial Principles, Settlement Hierarchy, environmental constraints, the availability and viability of land for development and discussions with key stakeholders.
- 5.5.59 The Issues and Options IIA Report indicated that the performance of the five spatial approaches against the IIA objectives were broadly similar although Approach A (Grow the Existing Strategy) and Approach B (Growth in Urban Areas) were considered to have the best balance between positive and negative effects. Although the preferred Spatial Strategy is a hybrid of Spatial Approaches A to E, it most resembles Spatial Approaches A and B by focusing development in and close to the Urban Areas and Key Service Settlements outside of the Green Belt, whilst providing for continued housing and employment land provision through the proposed allocation of a new garden community and sites directly related to the A12, and sites in the Chelmsford Urban Area, which contain significant areas of previously developed land.
- 5.5.60 The main issues raised in the consultation responses to the Issues and Options Consultation Document are summarised in an IIA Feedback Report published in February 2023. The main issues raised by respondents with regard to the IIA Report concern:
- Support for the range and content of the IIA Objectives.
  - The need for the HIA and EqIA to ensure that the Local Plan Review is developed in a way that enhances the knowledge, skills and wellbeing of existing and new communities.
  - An apparent presumption that providing land for business creates additional jobs for the region and that a garden community such as in Spatial Approach E would create jobs that would all be filled by residents of that community.

- The identification of possible negative effects but no policies provided to mitigate these effects.
- Lack of differentiation between spatial approaches.
- The need for clarification of key sustainability issues and the definitions of significance.
- The relationship between housing growth and water resources.
- Disagreement with elements of the scoring of the spatial approaches.
- The need for additional detail on specific sites.
- Support for a particular spatial approach, based on site qualities.

5.5.61 Responses to the Issues and Options Consultation Document included the following issues in respect of types of location for growth and Spatial Strategy Approaches for accommodating additional future growth to 2041:

- Respondents commented on the types of location, with many focused on one of the five Spatial Approaches – with a mixed reception overall.
- Growth in urban areas is supported as a sustainable approach.
- Expanding allocated sites raised concerns about the ability of infrastructure to cope, although is supported for sustainability.
- Growth along transport corridors received a mixed response: the A12 should be included, it can provide good access, but it may direct growth away from the city.
- Development at larger villages is not supported due to impact on Danbury and South Woodham Ferrers, although sustainability is seen as more important than village size.
- Development at smaller villages is not supported due to impact on small community character, access and services, although it could support local vitality.
- A new large settlement is generally opposed for a wide number of reasons including landscape, environment, loss of agricultural land, impact on services and roads, lack of flexibility, potential delays in delivery; although limited support shown for a sensitive approach.

5.5.62 The preferred Spatial Strategy has also been prepared following ongoing work, involving many other parties, such as Essex County Council and Highways England, to identify the key evidence base data and trends that are necessary to underpin the Local Plan. Notably, it follows further evidence base studies including an updated SHELAA, Strategic Housing Needs Assessment, Landscape Capacity and Sensitivity Assessment Update, Employment Land Review, Retail Capacity Study Update and Water Cycle Study. A summary of the main findings of key evidence base studies is set out below.

- **SHELAA 2023** - This indicates that the preferred housing and employment development sites identified within the preferred Spatial Strategy are suitable, available and achievable.
- **Strategic Housing Needs Assessment June 2023** - This report focusses on overall housing need, including consideration of the Standard Method, as well as looking at affordable housing and the needs of specific groups. The Assessment supports the policies and housing requirements in the Preferred Options Consultation Document

- **Landscape Sensitivity and Capacity Assessment 2024 Update** - This assesses the sensitivity and capacity for development of land within the Council's area informed by the Local Plan Review Issues and Options Spatial Approaches. The 2024 update assessment results have been used to inform the proposed new residential and employment site allocations within the Preferred Options Consultation Document.
- **Employment Land Review 2024** - This study considers current economic trends and future requirements for new employment floorspace up to 2041. It also assesses existing employment areas. The review has helped to inform the preferred Spatial Strategy and changes to plan employment policies.
- **Retail Capacity Study Update 2024** – This study provides an up-to-date, objective assessment of retail and leisure development needs in the Council area over the plan period to 2041. It update has informed changes to Local Plan retail policies and to address prevalent and emerging retail issues. No new sites for convenience or comparison retailing are proposed within the Preferred Options Consultation Document in line with the findings of the update.
- **Water Cycle Study 2024** - The potential impact of the current development proposals has been analysed in terms of water resources, the current water and wastewater infrastructure, and the water environment. It is considered that the capacity of the Water Recycling Centres (WRCs) at Great Leighs, South Woodham Ferrers and Wickford and the associated impact on the water environment are the greatest potential issues in relation to the currently proposed development aspirations within Chelmsford. The current Dry Weather Flows at these WRCs are already exceeding their existing DWF consents creating an existing restriction to any growth which is exacerbated by the additional growth. The Anglian Water Services Drainage and Wastewater Management Plan (DWMP) 2023 and consultations with AWS have identified some solutions to increase compliance at the failing WRCs to possibly support additional development:

5.5.63 The evidence base is available to view on the Council's website.

5.5.64 Work has also been undertaken under the Duty to Co-operate to inform the preferred Spatial Strategy. Meetings have been held with Essex County Council, other local authorities in Essex, NHS Mid and South Essex Integrated Care Board and with other key partners such as Highways England. These meetings have been valuable in enabling issues affecting the future growth of Chelmsford to be identified at an early stage, and for officers to establish partnerships with those bodies to take forward the preparation of the Preferred Options Consultation Document and selection of the preferred Spatial Strategy.

5.5.65 Overall, the proposed spatial strategy proposed draws on elements of the five spatial approaches previously presented and in so doing meet the housing and employment needs of the City Area. The limitations associated with all five approaches are acknowledged in the suite of policies supporting the proposed spatial strategy and attendant allocations, based on experience in delivering the North East Chelmsford Garden Community and other significant developments across the City Area (notably at West Chelmsford and Great Leighs).

5.5.66 The negative (and uncertain) effects identified across a range of IIA objectives reflects the potential for development to result in adverse environmental impacts. These potential effects will require further consideration in the development of policies for the Review of the Adopted Local Plan and will require particular attention in the identification of site location, design and mitigation measures. There is the potential for new development to

deliver benefits in respect of, for example, sustainable travel, health and enhancements to townscapes.

- 5.5.67 The Preferred Spatial Strategy is capable of delivering housing and employment requirements over the plan period, resulting in positive sustainability effects. There are mixed positive and negative effects in respect of biodiversity, cultural heritage, flood risk, land use and resource use, with potential uncertainty in respect of sustainable living and revitalisation, air quality and climate change water resource use is an issue, reflecting regional local supply deficits.
- 5.5.68 The uncertainties and negative effects recorded emphasise the importance of the monitoring of the performance of sustainability indicators to help implement mitigation measures which would help improve the performance of all approaches, notably in respect of air quality, biodiversity, climate change and health and well-being. In addition, small allocations in Key Service and Service Settlements will help to support the villages' services and facilities.

### **Conclusion**

- 5.5.69 In conclusion, the preferred Spatial Strategy has been informed by a wide range of considerations which indicate that overall it performs well in terms of sustainability and is supported by the findings of the evidence base as discussed above.

### **Reasons for the Rejection of Alternatives**

- 5.5.70 The preferred Spatial Strategy will focus growth in three broad growth areas - Central and Urban Chelmsford, North Chelmsford and South and East Chelmsford. A range of evidence has been commissioned or undertaken by the Council to justify the preferred Spatial Strategy.
- 5.5.71 The Council has considered the following alternatives to the preferred Spatial Strategy. The reasons for their rejection are as follows:

#### **No Spatial Strategy, rely on NPPF**

- 5.5.72 In line with the NPPF, the Local Plan Spatial Strategy sets out how development will be accommodated across Chelmsford reflecting the distinctiveness of different parts of the City Council's administrative area. Without a Spatial Strategy, it will not be clear how the Local Plan will seek to deliver sustainable development to meet local needs through the Plan period.
- 5.5.73 The preferred Spatial Strategy will focus new development on the higher order settlements and the Key Service and Service Settlements outside of the Green Belt, in accordance with the Settlement Hierarchy set out in Strategic Policy S7. The Settlement Hierarchy ranks settlements according to their size, function, characteristics and sustainability. The largest settlements are considered the most sustainable as they have the most functions and the best services and facilities including transport links and employment opportunities. Accordingly, most new development over the Local Plan period is proposed in these settlements.
- 5.5.74 Key Service Settlements provide a range of services and facilities for their residents. These include primary school provision, local employment opportunities, convenience shopping facilities and community facilities (which in most cases include primary healthcare provision), good links by public transport to higher order settlements and good access to the strategic road network. These settlements will be the focus for housing

provision outside Chelmsford and South Woodham Ferrers with Key Service Settlements planned to receive a higher level of growth due to their higher level of services, facilities and economic activity. Growth in Key Service Settlements aims to increase their self-containment and enhance their service role, reflecting the aspirations of national policy in promoting stronger communities.

- 5.5.75 Service Settlements have more limited services and facilities. They have primary schools, but do not have the range of other services and facilities that are found at the Key Service Settlements. Small-scale development is proposed in two Service Settlements to support the provision of small sites. Small Settlements have the least services and facilities and transport links which means they are bottom of the Settlement Hierarchy. These are considered the least sustainable. There may be further limited opportunities for small-scale development growth within these areas through affordable housing exception sites, although no growth is allocated within the Local Plan.
- 5.5.76 The Council has had regard to the consultation responses received to the Issues and Options Consultation Document when developing the preferred Spatial Strategy and Settlement Hierarchy. The main issues raised are summarised in a feedback report published in February 2023. This shows that most public respondents agreed with the proposed Settlement Hierarchy although concerns were raised about how individual settlements had been classified and the criteria used.
- 5.5.77 If the Local Plan excludes a Spatial Strategy, it would reduce the weight of the proposed Settlement Hierarchy for guiding future planning decisions and risk new development being directed to less sustainable locations. As such, overall this approach has been rejected by the Council as a reasonable alternative.

**Pursue alternative Spatial Options**

- 5.5.78 Five alternative Spatial Approaches to the preferred Spatial Strategy were assessed in the Issues and Options IIA Report. Overall, these alternative approaches are considered to perform less well than the preferred Spatial Strategy when considered against national planning policy, an analysis of the Issues and Options consultation responses, the Issues and Options IIA Report, the Local Plan Vision and Spatial Principles, Settlement Hierarchy, environmental constraints, the availability and viability of land for development and discussions with key stakeholders.
- 5.5.79 **Table 5.7** summarises the findings of the Issues and Options IIA in respect of the five spatial approaches tested. There are pros and cons associated with each.

**Table 5.7 Assessment of Spatial Approaches Presented in the IIA Issues and Options Report**

<p><b>Approach A: Growing Existing Strategy</b></p> <p>This approach continues the spatial strategy approach of the adopted Local Plan, with new allocations on previously developed land and at larger villages, and expanding allocated sites.</p>			<ul style="list-style-type: none"> <li>• The current approach has been implemented and monitored since the adoption of the Local Plan with consequent broadly positive effects across assessment objectives.</li> <li>• Significant positive effects are identified in respect of housing, economy, sustainable living and revitalisation and health and well-being, reflecting opportunities for securing benefits which act together i.e. homes, jobs, services and redevelopment opportunities.</li> <li>• There is uncertainty in respect of the effects on air quality, climate change and resource use, reflecting</li> </ul>
<b>Location type</b>	<b>Where</b>	<b>Indicative number</b>	
Growth in urban areas	Chelmsford City Centre and Urban Area	1,000	

<b>Expanding allocated sites</b>	North East Chelmsford Garden Community	3,500	<p>the need for long term monitoring and potential interventions to address these issues.</p> <ul style="list-style-type: none"> <li>Minor positive and negative effects have been identified across the majority of the remaining IIA objectives, although there is some uncertainty at this stage. These effects will require further consideration, should the spatial approach be taken forward, in the identification of site allocations and development of Local Plan policies.</li> </ul>
<b>Expanding allocated sites</b>	South Woodham Ferrers	500	
<b>Expanding allocated sites</b>	West Chelmsford and East Chelmsford	1,500 in total across the two areas	
<b>Development at larger villages</b>	Bicknacre, Boreham, Broomfield, Danbury, Great Leighs	1,500 in total across the listed areas	
<p><b>Approach B: Growth in Urban Areas</b></p> <p>This approach is based on maximising development in the City Centre and urban area, and expanding allocated sites.</p>			<ul style="list-style-type: none"> <li>As per Approach A, this approach has broadly positive effects associated with the delivery of homes, services and employment opportunities in accessible locations, as well as efficient land use. However, this approach would not deliver allocations in smaller settlements meaning that some local needs may not be met.</li> <li>Focusing growth in urban areas could result in additional air quality pressures, associated with the concentration of development in built-up areas, as well as transport congestion, although it could be easier to implement measures addressing climate change such as the provision of sustainable transport options and realising sustainable living and revitalisation.</li> </ul>
<b>Location type</b>	<b>Where</b>	<b>Indicative number</b>	
<b>Growth in urban areas</b>	Chelmsford City Centre and Urban Area	2,500	
<b>Expanding allocated sites</b>	North East Chelmsford Garden Community	3,500	
<b>Expanding allocated sites</b>	South Woodham Ferrers	500	
<b>Expanding allocated sites</b>	West Chelmsford and East Chelmsford	1,500 in total across the two areas	
<p><b>Approach C: Wider Strategy</b></p> <p>This approach continues the spatial strategy approach of the adopted Local Plan, with new allocations on previously developed land and at larger villages, and expanding allocated sites. In addition, it proposes some development at smaller villages.</p>			<ul style="list-style-type: none"> <li>The type and range of effects across the IIA objectives are likely to be similar to those identified in respect of Approaches A and B. This approach has broadly positive effects associated with the delivery of homes, services and employment opportunities in accessible locations. However, this approach would deliver allocations in smaller settlements, helping to ensure that local needs are met across the City Area.</li> <li>The wider dispersal of growth is likely to bring negative issues associated with the inefficient use of land, air quality and compromises to the aspiration of an urban renaissance, and less potential in economic development as a result of spatially less-concentrated growth.</li> </ul>
<b>Location type</b>	<b>Where</b>	<b>Indicative number</b>	
<b>Growth in urban areas</b>	Chelmsford City Centre and Urban Area	1,000	
<b>Expanding allocated sites</b>	North East Chelmsford Garden Community	3,500	

<b>Expanding allocated sites</b>	South Woodham Ferrers	500	
<b>Expanding allocated sites</b>	West Chelmsford and East Chelmsford	1,500 in total across the two areas	
<b>Development at larger villages</b>	Bicknacre, Boreham, Broomfield, Danbury, Great Leighs	1,000 in total across the listed areas	
<b>Development at smaller villages</b>	East Hanningfield, Ford End, Great Waltham, Little Waltham, Rettendon Place, Woodham Ferrers	500 in total across the listed areas	
<p><b>Approach D: Growth Along Transport Corridors</b></p> <p>This approach continues the spatial strategy approach of the adopted Local Plan, with new allocations on previously developed land and expanding allocated sites including maximising growth at Chelmsford Garden Community. In addition, it proposes some growth along main transport corridors.</p>			<ul style="list-style-type: none"> <li>The type and range of effects across the IIA objectives are likely to be similar to those identified in respect of Approaches A, B and C. This approach has broadly positive effects associated with the delivery of homes, services and employment opportunities in accessible locations. This approach focuses investment in specific areas, such as trunk road corridors and junctions and is likely to deliver economic growth, although potentially at the expense of wider goals such as social inclusion and reliance on private cars.</li> <li>Notwithstanding the partial implementation of this approach through the current Local Plan, there is wide-ranging uncertainty associated with its outcomes across a range of measures such as affordable housing in sustainable locations, renewing urban areas and impacts on landscapes and cultural heritage and in the inefficient use of land.</li> <li>The approach remains largely untested as a spatial approach and consequently attracts greater uncertainty in implementation than other options.</li> </ul>
<b>Location type</b>	<b>Where</b>	<b>Indicative number</b>	
<b>Growth in urban areas</b>	Chelmsford City Centre and Urban Area	1,000	
<b>Expanding allocated sites</b>	North East Chelmsford Garden Community	4,500	
<b>Expanding allocated sites</b>	South Woodham Ferrers	500	
<b>Expanding allocated sites</b>	West Chelmsford and East Chelmsford	500 in total across the two areas	
1,500 in total across one or more of the listed areas	Chatham Green, Howe Green, Rettendon Common		
<p><b>Approach E: New Settlement</b></p> <p>This approach continues the spatial strategy approach of the adopted Local Plan, with new allocations on previously developed land and expanding the Chelmsford Garden Community. In addition, it proposes a new large settlement/garden community.</p>			<ul style="list-style-type: none"> <li>The type and range of effects across the IIA objectives are likely to be similar to those identified in respect of Approaches A, B, C and D. This approach has broadly positive effects associated with the delivery of homes, services and employment opportunities in the urban area. However, whilst in part an extension of the existing approach in the adopted Local Plan, greater</li> </ul>

Location type	Where	Indicative number	
Growth in urban areas	Chelmsford City Centre and Urban Area	1,000	<p>uncertainty is associated with the concentration of development activity in a limited number of locations which may mean that some local needs are not met. Further, reflecting the complexity of bringing forward large allocations, there could be greater uncertainty associated with delivery of a new settlement in the plan period.</p> <ul style="list-style-type: none"> <li>This approach could have greater adverse effects on some IIA objectives relative to other approaches, and in particular land use and landscape. Further, accessibility to key services and employment opportunities may be reduced relative to other approaches whilst emissions to air (including greenhouse gas emissions) could be greater. This reflects the more detached nature of a new settlement from the main urban area.</li> <li>This approach could deliver a new sustainable neighbourhood. This may deliver sustainability benefits including reduced traffic in the Chelmsford Urban Area.</li> </ul>
Expanding allocated sites	North East Chelmsford Garden Community	3,000	
New large settlement/garden community	Hammonds Farm (east of A12/north of A414)	4,000	

5.5.80 The main issues raised in the consultation responses to the Issues and Options Consultation Document are summarised in a feedback report published in February 2023. Evaluation of the Issues and Options Local Plan consultation responses led the Council to develop and test a new hybrid spatial option based on the three growth areas of Central and Urban Chelmsford, North Chelmsford and South and East Chelmsford. Further information is set out in a report to the Council's Chelmsford Policy Board in March 2023.

5.5.81 In view of the above, pursuing any of the Approaches contained within the Issues and Options Consultation Document would not amount to a suitable or sustainable approach and therefore have been rejected as a preferred approach by the Council.

### Development growth in the Green Belt

5.5.82 The Green Belt is a national planning policy designation. The Government attaches great importance to its protection and permanence. Section 13 of the NPPF is dedicated to Green Belt. Paragraph 142 of the NPPF introduces it by stating: *“The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”*. Paragraph 145 of the NPPF goes on to state: *“Once established, there is no requirement for Green Belt boundaries to be reviewed or changed when plans are being prepared or updated. Authorities may choose to review and alter Green Belt boundaries where exceptional circumstances are fully evidenced and justified, in which case proposals for changes should be made only through the plan-making process. Strategic policies should establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period. Where a need for changes to Green Belt boundaries has been established through strategic policies, detailed amendments to those boundaries may be made through nonstrategic policies, including neighbourhood plans.”* The Government has continued to re-affirm the protection of the Green Belt in recent Ministerial Statements.

5.5.83 The extent of the Green Belt is already established and the detailed Green Belt boundaries for Chelmsford were first confirmed through the Council's adopted Site Allocations Document in 2012 and are now part of the adopted Local Plan. In accordance with the national planning policy outlined above, to vary the Green Belt boundaries would

require exceptional circumstances which would need to be clearly evidenced in accordance with paragraph 146 of the NPPF.

- 5.5.84 There is more than sufficient land being promoted for development outside of the Green Belt through the SHELAA 'call for sites' process to meet the identified development needs for the new Local Plan period and the preferred housing requirement (assessed housing need and a 20% buffer). For the reasons set out above, the Council strongly believes that, in accordance with paragraph 146 of the NPPF, currently there are other reasonable options for meeting its identified need for development, and no exceptional circumstances that mean that an option for development growth in the Green Belt is neither necessary, justified or reasonable at this time. Given the importance that national policy and guidance attaches to the protection and permanence of the Green Belt, there is no case for including locations for development which would undermine these longstanding principles.
- 5.5.85 In conclusion, new housing and employment growth within the Green Belt has been discounted, as sufficient and suitable land is available outside the Green Belt to meet the area's development needs in a sustainable way. It would also undermine the protection of Green Belt by national planning policy. As such, it has been rejected by the Council as a reasonable alternative.

### **Development growth in the Green Wedge**

- 5.5.86 The Green Wedge contains land that is important for nature conservation, recreation and access. The valleys and flood plain of the Rivers Chelmer, Wid and Can will continue to be protected as Green Wedge through and beyond Chelmsford's Urban Area. The existing Green Wedge has played an important role in shaping the form and character of Chelmsford and providing physical links to the countryside. It also provides an important amenity, recreation and nature conservation resource. In line with a Green Wedge Assessment 2017, the general extent of the existing Green Wedge will be maintained.
- 5.5.87 Part of the Green Wedge is covered by Living Landscapes. These are identified by Essex Wildlife Trust across Chelmsford and contain key areas of landscape which are promoted for nature conservation, wildlife habitats, public enjoyment and adaptation to climate change.
- 5.5.88 In line Policy DM9 of the Preferred Options Consultation Document, the crucial role of the main river valleys where they permeate into the existing or proposed urban areas i.e. the Green Wedge, will be protected and enhanced as valued and multi-faceted landscapes for their openness and function as important green networks for wildlife, leisure and recreation, and development which harms the role, function, character and appearance of this valued landscape will be restricted.
- 5.5.89 In conclusion, new housing and employment growth within the Green Wedge has been discounted as sufficient and suitable land is available outside these designations to meet the area's development needs in a sustainable way. It would also undermine the protection of the valued landscapes by national planning policy. As such, it has been rejected by the Council as a reasonable alternative.

## **5.6 GROWTH AREAS AND ASSOCIATED PROPOSED SITE ALLOCATIONS**

- 5.6.1 To deliver the Spatial Strategy, the Preferred Options Consultation Document directs

growth to sustainable locations within the following three Growth Areas:

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

- 5.6.2 The site allocations identified in each Growth Area include Strategic Growth Sites and Growth Sites depending on scale (Special Policy Areas relating to particular existing establishments in the countryside are also designated and are assessed separately in Section 5.5). All of the proposed site allocations contained within the Growth Areas have been subject to IIA as part of the preparation of this report using the tailored appraisal criteria and associated thresholds of significance contained in **Appendix E**. Additionally, reasonable alternatives considered by the Council in developing the Preferred Options Consultation document have also been subject to appraisal using the same criteria.
- 5.6.3 The findings of the appraisal of both the proposed site allocations and reasonable alternatives (including clusters) are presented in **Appendix G** and summarised by Growth Area. It should be noted that this appraisal does not take into account the provisions of the associated site allocation policies contained in Section 7 of the Preferred Options Consultation Document nor the mitigation provided by the other proposed Local Plan policies. This is to ensure that all sites are considered equally (the site-specific policies within Section 7 are considered separately in Section 5.5).
- 5.6.4 The subsections that follow summarise the findings of the appraisal of the proposed site allocations by Growth Area.

## **GROWTH AREA 1 - CENTRAL AND URBAN CHELMSFORD**

- 5.6.5 This Growth Area is to accommodate around 4,228 new homes, 9,000sqm employment space and five Travelling Showperson's plots. Around 2,000 new homes are focused on brownfield sites within Chelmsford's City Centre and Urban Area. Reflecting the scale of housing and employment land provision to be delivered in Central and Urban Chelmsford, the appraisal of proposed site allocations within Growth Area 1 indicates that, overall, there would be significant positive effects on housing (IIA Objective 2) and the economy (IIA Objective 3). Given the location of sites in close proximity to the City Centre and associated key services and facilities as well as employment opportunities, the majority of the proposed allocations within Growth Area 1 have also been assessed as having a significant positive effect on urban renaissance (IIA Objective 4), although cumulatively there is the potential for development to result in increased pressure on existing infrastructure such as schools and healthcare facilities.
- 5.6.6 Development within Central and Urban Chelmsford would involve the redevelopment of a large number of brownfield sites and for these allocations, significant positive effects have been identified in respect of land use (IIA Objective 7). Given the potential for the redevelopment of these sites to enhance townscapes, positive effects have also been identified in respect of landscape and townscape (IIA Objective 14). However, a substantial area of greenfield land will be required to accommodate strategic growth sites including West Chelmsford and Land East of Chelmsford– Manor Farm. In consequence, an overall significant negative effect has also been identified in respect of land use with a negative effect on landscape and townscape (reflecting the size of the site and its greenfield location, West Chelmsford has been assessed as having a significant negative effect on IIA Objective 14). These strategic greenfield sites have also been assessed as having a significant negative effect on waste and resources (IIA Objective 12) due to their location within Minerals Safeguarding Areas (although where appropriate, the site-based



policies in Section 7 of the Preferred Options Consultation Document include a requirement for a Minerals Resource Assessment to determine whether sites contain a minerals resource that would require extraction prior to development).

- 5.6.7 Part of some of the proposed development locations are within Flood Zone 3 and it is anticipated that potential effects on water and flood risk can be lessened through the application of the proposed Local Plan policies and at the individual planning application stage through the requirements in Policies S9 and site-specific policies concerning the use of SUDS and flood-risk management.
- 5.6.8 Overall, positive and negative effects on the remaining IIA objectives are considered to be minor.



**Table 5.8 Summary of the Appraisal of Proposed Allocations in Growth Area 1 - Central and Urban Chelmsford**

New Site Ref.	Dev. proposed	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
CW1a	450 dwellings	FORMER GAS WORKS	-/?	++	+/-	+	++/-	++/-	++	-	-	-	~	0	-	+
CW1c	130 dwellings	LOCKSIDE, NAVIGATION ROAD	0/?	++	+/-	++	0	++/-	++	-	-	-	~	0	-	+
CW1d	190 dwellings	BADDOW ROAD CAR PARK, AND LAND TO THE EAST OF THE CAR PARK, BADDOW ROAD	-/?	++	+/-/?	++	+	++/-	++	-	-	-	~	0	-	+
CW1e	75 dwellings	TRAVIS PERKINS NAVIGATION ROAD	0/?	+	+/-	++	0	++/-	++	-	-	-	~	0	-	+
CW1f	35 dwellings	NAVIGATION ROAD SITES	0/?	+	+/-/?	++	0	++/-	++	0	-	-	~	0	-	+



New Site Ref.	Dev. proposed	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
1b	185 dwellings 2 special schools	FORMER ST PETERS COLLEGE FOX CRESCENT	-/?	++	+/-/?	++	0	++/-	++/-	0	0	0	~	0	0	0
1d	150 dwellings Retail	RIVERSIDE ICE AND LEISURE, VICTORIA ROAD	-/?	++	+/-	++	-	++/-	++	--	--	0	~	0	-	+
1e	100 dwellings	CIVIC CENTRE LAND, FAIRFIELD ROAD	0/?	++	+/-/?	++	-	++/-	++	0	0	0	~	0	-	+
1f	197 dwellings	EASTWOOD HOUSE (CAR PARK) GLEBE ROAD	0/?	++	+/-	++	+	++	++	0	0	0	~	0	-	+
1g	29 dwellings	CHELMSFORD SOCIAL CLUB,	-/?	+	+/-	++	0	++/-	++	--	--	-	~	0	-	+



New Site Ref.	Dev. proposed	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
		SPRINGFIELD ROAD														
1h	80 dwellings	ASHBY HOUSE CAR PARKS NEW STREET	-/?	+	+/-	++	0	++/-	++	0	0	0	~	0	0	+
1i	75 dwellings	RECORY LANE CAR PARK WEST	0/?	+	+/-	++/-	+	++	++	0	0	0	~	0	-	+
1k	40 dwellings	FORMER CHELMSFORD ELECTRICAL AND CAR WASH BROOK STREET	0/?	+	+/-/?	++	0	++/-	++	0	0	0	~	0	-	+
1l	30 dwellings	BT TELEPHONE EXCHANGE COTTAGE PLACE	0/?	+	+/-/?	++	0	++/-	++	0	0	0	~	0	-	+



New Site Ref.	Dev. proposed	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
1m	23 dwellings	RECTORY LANE CAR PARK EAST	0/?	+	+/-	++/-	+	++	++	0	0	0	~	0	-	+
1n	20 dwellings	WATERHOUSE LANE DEPOT AND NURSERY	0/?	+	+/-	++	+	++	++	0	0	0	~	0	-	+
1p	15 dwellings	BRITISH LEGION NEW LONDON ROAD	0/?	+	+/-	++	0	++/-	++	0	0	0	~	0	-	+
1q	18 dwellings	LAND REAR OF 17 TO 37 BEACH'S DRIVE	0/?	+	+/-	+	+	++	++	0	-	0	~	0	0	+
1r	12 dwellings	GARAGE SITE ST NAZAIRE ROAD	-/?	+	+/-	++	+	++	++	0	0	0	~	0	0	0



New Site Ref.	Dev. proposed	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
1s	6 dwellings	GARAGE SITE AND LAND MEDWAY CLOSE	0/?	+	+/-	+	-	++/-	++/-	-	-	0	~	0	0	-
1t	10 dwellings	CAR PARK R/O BELLAMY COURT BROOMFIELD ROAD	0/?	+	+/-	++	0	++	++	0	0	0	~	0	-	+
1v	Business use	RAILWAY SIDINGS BROOK STREET CHELMSFORD	-/?	0	++	++	+/-	++/-	++	--	0	0	~	0	0	+
1w	350 dwellings and mixed use	MEADOWS SHOPPING CENTRE AND SURFACE CAR PARK	0/?	++	+	++	0	++	++	0	0	0	~	0	0	+
1x	185 dwellings	KAY METZELER	0/?	+	+/-	++	0	++	++	0	0	0	~	0	0	+



New Site Ref.	Dev. proposed	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
1y	100 dwellings	LAND BETWEEN HOFFMANNS WAY AND BROOK STREET	0/?	+	+/-	++	0	++	++	0	0	0	~	0	0	+
1z	60 dwellings	GRANARY CAR PARK	0/?	+	+/-	++	0	++	++	0	0	0	~	0	0	+
1aa	40 dwellings	COVAL LANE CAR PARK	0/?	+	+/-	++	0	++	++	0	0	0	~	0	0	+
1bb	12 dwellings	GLEBE ROAD CAR PARK	0/?	+	+/-	++	0	++	++	0	0	0	~	0	0	+
2	880 homes; 5 pitches; Neighbourhood Centre;	WEST CHELMSFORD	0/?	++	+/-	+	-	++/-- /?	--	--	--	0	~	--	0	--



New Site Ref.	Dev. proposed	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
	Primary School															
3a	360 dwellings	EAST OF CHELMSFORD - MANOR FARM	0/?	++	+/-	+	-	++/?	--	--	-	0	~	--	-	-
3b	5,000 sqm business	EAST OF CHELMSFORD - LAND NORTH OF MALDON ROAD	?	0	++	+	-	++/-	--	0	0	0	~	--	-	-
3c	109 dwellings	EAST OF CHELMSFORD - LAND SOUTH OF MALDON ROAD	0/?	+	+/-	+	+/-	++/-	--	0	0	0	~	--	--	-
3d	65 dwellings	EAST OF CHELMSFORD - LAND NORTH OF MALDON ROAD	0/?	+	+/-	+	+/-	++/-	--	0	0	0	~	--	--	-



New Site Ref.	Dev. proposed	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
4	24 dwellings	LAND NORTH OF GALLEYWOOD RESERVOIR	-/?	+	+/-	+	-	++	++/-	-	0	0	~	0	0	0
5	25 dwellings	WRITTLE TELEPHONE EXCHANGE ONGAR ROAD WRITTLE	0/?	+	+/-	++	+	++	++/-	0	0	0	~	0	-	+/0

## GROWTH AREA 2 - NORTH CHELMSFORD

- 5.6.9 This Growth Area will continue the delivery of new strategic neighbourhoods and employment opportunities to provide around 7,842 new homes, 66,646sqm of office/business floorspace, 10 Traveller pitches and 15 Travelling Showpeople plots. Some 6,250 homes are proposed for a Garden Community, extending existing development and allowing the Chelmsford North East By-pass to be potentially constructed in phases. Some 1,040 new homes are to be delivered at Great Leighs (also with an opportunity to adopt Garden Community principles), 512 new homes on land in North Broomfield (allowing a new access into Broomfield Hospital and Fairleigh Hospice). Small infill development is planned for Ford End (two sites of 20 houses each) and the extension of existing employment areas at Waltham Road and Little Boyton Hall.
- 5.6.10 As with Growth Area 1, the scale of housing and employment growth proposed in North Chelmsford has been assessed as having an overall significant positive effect on housing (IIA Objective 2) and employment (IIA Objective 3). The majority of the proposed site allocations in Growth Area 2 are also well served by community facilities and have therefore been assessed as having a positive effect on sustainable living (IIA Objective 4).
- 5.6.11 Substantial areas of the proposed sites within Growth Area 2 would involve the reuse of brownfield land and in consequence, significant positive effects have been identified in respect of land use (IIA Objective 7). However, development would also result in the loss of greenfield land generating a negative effect on this IIA Objective and for five sites this would include land classified as grades 1, 2 or 3 agricultural land (Grades 1, 2 and 3a are classified as the best and most versatile agricultural land in Annex 2 of the NPPF). For these five sites, negative effects on IIA Objective 7 have been assessed as significant. Significant negative effects have been recorded against water (IIA Objective 8) reflecting the scale of proposed development, along with significant negative effects on waste and resources (IIA Objective 12) owing to resource use and their location within Minerals Safeguarding Areas (although as noted above, site-based policies in Section 7 of the Preferred Options Consultation Document include a requirement for a Minerals Resource Assessment to determine whether sites require minerals extraction prior to development).
- 5.6.12 The proposed site allocations in this Growth Area have been assessed as having overall negative effects on cultural heritage (IIA Objective 13) and landscape and townscape (IIA Objective 14), reflecting the scale of change and designated heritage assets being within/in close proximity to some sites. However, the Preferred Options Consultation Document contains proposed policies which seek to minimise the adverse effects of development on the historic environment and landscape and townscape, which are expected to reduce the potential for significant adverse effects on these IIA objectives.
- 5.6.13 Overall, positive and negative effects on the remaining IIA objectives are considered to be minor. It should be noted that sites at Great Leighs (Land at Moulsham Hall, Land East of London Road, Land North and South of Banters Lane) have been assessed as having a significant negative effect on biodiversity (IIA Objective 1) due to the close proximity of Ancient Woodland and local wildlife sites to the site, although it is anticipated that effects could be reduced through the application of the development requirements contained in Section 7 of the Preferred Options Consultation Document and at the planning application stage.

**Table 5.9 Summary of the Appraisal of Proposed Allocations in Growth Area 2 - North Chelmsford**

New Site Ref.	Dev. Proposed	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
6	6,250 dwellings; 10 pitches; 10 plots; 56,946 sqm (around 9ha) business	NORTH EAST CHELMSFORD GARDEN COMMUNITY	--/?	++	++/-	+	-	++/-	++/-	--	0	0	~	--	--	--
7a	750 dwellings; 5 plots	GREAT LEIGHS – LAND AT MOULSHAM HALL	--/?	++	+/-	+	-	++/-	++/-	--	0	0	~	--	--	--
7b	190 dwellings	GREAT LEIGHS – LAND EAST OF LONDON ROAD	--/?	++	+/-	+	-	++/-/?	--	--	0	0	~	--	--	--
7c	100 dwellings	GREAT LEIGHS – LAND NORTH AND SOUTH OF BANTERS LANE	--/?	++	+/-	+	-	++/-/?	++/-	--	0	0	~	--	--	--



New Site Ref.	Dev. Proposed	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
8	512 dwellings	NORTH OF BROOMFIELD	-/?	++	+/-	+	0	++/-/?	++/--	--	0	0	~	--	-	-
9a	3,500sqm B2/B8	WALTHAM ROAD EMPLOYMENT AREA, BOREHAM	?	0	++	+	?	+/-	--	0	0	0	~	~	-	-
14a	20 dwellings	LAND WEST OF BACK LANE, FORD END	?	++	0	+	+/-	?	--	0	0	0	~	0	-	-
14b	20 dwellings	LAND SOUTH OF FORD END PRIMARY SCHOOL	?	++	0	+	+/-	?	--	0	0	0	~	0	-	-
15	6,000sqm B2/B8	LITTLE BOYTON HALL FARM RURAL EMPLOYMENT AREA, ROXWELL	?	0	++	+	0	++/-	--	0	0	0	~	0	-	-

## GROWTH AREA 3 – SOUTH AND EAST CHELMSFORD

- 5.6.14 This Growth Area is proposed to accommodate some 4,469 new homes, 87,200sqm of flexible business space and 20 Traveller pitches and five Travelling Showpeople plots. The majority of this growth is focused on greenfield sites at Hammonds Farm (some 3,000 homes and 43,000sqm employment space), to the north of South Woodham Ferrers and at Junction 18 of the A12. Smaller allocations are proposed at Bicknacre, Danbury and East Hanningfield.
- 5.6.15 The site at Hammonds Farm was previously discounted as a reasonable alternative as part of the preparation of the Adopted Local Plan in favour of alternative sites to the north and west of Chelmsford which exhibited better performance in respect of landscape, historic environment, flood risk, traffic generation and local road congestion.
- 5.6.16 The Council has had regard to the main issues raised in the responses previous Local Plan consultations. These are summarised in feedback reports published in 2016, 2017 and 2018 and most recently as part of the 2022 Issues and Options Consultation. Although these reveal significant support for a potential new settlement of around 3,000 homes at Hammonds Farm, there was also support for discounting it and the development of any new large settlement.
- 5.6.17 All the proposed site allocations within South and East Chelmsford have been assessed as having a positive effect on housing (IIA Objective 2). The scale of housing provision associated with the development of one site with the large development having a significant positive effect on this objective.
- 5.6.18 With regard to the site North of South Woodham Ferrers, due to its close proximity to South Woodham Ferrers town centre and associated facilities and services, this site has also been assessed as having a significant positive effect on sustainable living (IIA Objective 4) with other sites in this Growth Area have been assessed as having a positive effect on this objective).
- 5.6.19 Whilst the development of Saint Giles, Moor Hall Lane would involve the reuse of brownfield land, all of the proposed site allocations in Growth Area 3 have been assessed as having a significant negative effect on land use (IIA Objective 7) due to the loss of greenfield land including Grade 3 agricultural land.
- 5.6.20 Owing to their close proximity to waterbodies, Hammonds Farm, North of South Woodham Ferrers and Saint Giles, Moor Hall Lane have been assessed as having a significant negative effect on water (IIA Objective 8). Hammonds Farm and North of South Woodham Ferrers have also been assessed as having a significant negative effect on flood risk (IIA Objective 9) as the sites include land within Flood Zones 2 and 3. As noted above, however, it is anticipated that potential effects on water and flood risk could be lessened through the application of the proposed Local Plan policies and at the individual planning application stage.
- 5.6.21 Sites at Hammonds Farm and North of South Woodham Ferrers have been assessed as having a significant negative effect on cultural heritage (IIA Objective 13) and landscape and townscape (IIA Objective 14). Both developments would constitute substantial extensions with potential impacts on landscape and townscape character and the setting heritage assets in close proximity to the sites. As noted above, however, the Preferred Options Consultation Document contains proposed policies which seek to minimise the adverse effects of development on the historic environment and landscape and townscape (see Section 5.5), the implementation of which is expected to help reduce the potential for significant adverse effects on these IIA objectives.

- 5.6.22 Sites at Bicknacre have been assessed as having a significant negative effect on biodiversity (IIA Objective 1) due to its close proximity to Thrift Wood Ancient Woodland and SSSI. Hammonds Farm has been assessed as having a significant negative effect on this objective due to proximity to the Chelmer and Blackwater Navigation and farmland habitats. North of South Woodham Ferrers, meanwhile, has been assessed as having a negative effect on this objective with the potential for these effects to be significant. This proposed site allocation is within 400m of the Crouch and Roach Estuaries SPA / Crouch and Roach Estuaries Ramsar and the Crouch and Roach component of the Essex Estuaries SAC and there is the potential for impacts on these designated assets due to increased recreational pressure from future residents. However, the HRA undertaken in support of the Preferred Options Consultation Document notes that there is an existing country park near the site (Marsh Farm Country Park) with parking and access which may be a mitigating factor. In addition, the HRA highlights that the Crouch and its tributary creeks are fairly narrow at this location and so are likely to be utilised by species that tend to be more tolerant of disturbance; the principal interest feature of the Crouch and Roach Estuaries SPA (Dark-bellied Brent Goose) does not make significant use of this area. Nonetheless, mitigation is likely to be required to prevent adverse effects occurring and which may include (for example) policy requirements for greenspace and the provision of circular pathways of varying lengths that encourage people to use areas other than the Estuary for informal recreation, particularly dog walking.
- 5.6.23 Overall, positive and negative effects on the remaining IIA objectives are considered to be minor.



**Table 5.10 Summary of the Appraisal of Proposed Allocations in Growth Area 3 - South and East Chelmsford**

New Site Ref.	Dev. Proposal	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
16a	3,000 dwellings; 43,000sqm Mixed Use; 10 pitches; 10 plots	EAST CHELMSFORD GARDEN COMMUNITY (HAMMONDS FARM)	+/-/?	++	++	++/?	++/?	++/-	--	--/?	--/?	0	~	-/?	--/?	--/?
16b	43,000sqm Mixed	LAND ADJ. TO A12 JUNCTION 18, SANDON	?	0	++	+	?	++/-	--	0	0	0	~	0	-	-
10	1,220 dwellings; 5 plots; 1,000sqm business; 1,900sqm retail	NORTH OF SOUTH WOODHAM FERRERS	--/?	++	+/-	++	+	++/-	--	--	--	0	~	0	--	--



New Site Ref.	Dev. Proposal	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
11a	42 dwellings	SOUTH OF BICKNACRE	--/?	+	+/-	+	+/-	++	--	0	0	0	~	0	-	-
11b	20 dwellings	LAND AT KINGSGATE, BICKNACRE	-/?	++	0	+	+/-	?	--	0	0	0	~	0	-	-
11c	20 dwellings	LAND WEST OF BARBROOK WAY, BICKNACRE	-/?	++	0	+	+/-	?	--	0	0	0	~	0	-	-
12	32 dwellings	SAINT GILES MOOR HALL LANE BICKNACRE	0/?	+	0	+	+	+/-	++/--	0	0	0	~	0	0	0
13	100 dwellings	DANBURY	--/?	+	+/-	+	+/-	++	--	0	0	0	~	0	-	-
17a	15 dwellings	LAND NORTH OF ABBEY FIELDS, EAST HANNINGFIELD	-/?	++	0	+	+/-	?	--	0	0	0	~	0	-	-



New Site Ref.	Dev. Proposal	Site Name	1. Biodiversity	2. Housing	3. Economy	4. Sustainable living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
17b	20 dwellings	LAND EAST OF HIGHFIELDS MEAD, EAST HANNINGFIELD	-/?	++	0	+	+/-	?	-	0	0	0	~	0	-	-

## REASONS FOR THE SELECTION OF THE PREFERRED SITE ALLOCATIONS AND FOR THE REJECTION OF ALTERNATIVES

5.6.24 The reasons for the selection of the proposed site allocations contained in the Preferred Options Consultation Document and for the rejection of alternatives considered by the Council are set out in **Appendix G**. In summary, the reasons for rejection of the clusters of alternative sites are set out in **Table 5.11**.

**Table 5.11 Reasons for the Exclusion of Alternative Sites and Site Clusters by Location**

Location	Reason for Exclusion
Development growth in the Green Belt	Sufficient and suitable land is available outside the Green Belt to meet the development needs within the Council's administrative area in a sustainable way. It would also undermine the protection of the Green Belt by national planning policy. This approach has therefore been rejected by the Council.
Development growth in the Green Wedge	The Green Wedge is a locally important designation following the river valleys which have been enshrined in Chelmsford development plans since 2008 and has helped shape Chelmsford's growth. Changes to the Green Wedge boundaries to allow development growth has been discounted as sufficient and suitable land is available outside the Green Wedge to meet the area's development needs in a sustainable way. This approach has therefore been rejected by the Council.
<b>Alternative Spatial Strategy – Expand the existing development allocations within the adopted Spatial Strategy with further expansion of North East Chelmsford (Chelmsford Garden Community)</b>	<b>This differs from the preferred Spatial Strategy by substituting the proposed new East Chelmsford Garden Community (Hammonds Farm) with further expansion of existing adopted strategic development allocations including North East Chelmsford (Chelmsford Garden Community).</b>
Broomfield	The impact on and the capacity of the local road network and relative remoteness from the strategic road network.
East Chelmsford	The need to prevent coalescence with Sandon Village as identified in the adopted Sandon Neighbourhood Plan.
West Chelmsford	The impact on and the capacity of the local road network and relative remoteness from the strategic road network.
Great Leighs	Landscape capacity and sensitivity concerns and the capacity limits of the wastewater recycling facilities serving the area.
North-East Chelmsford Garden Community	Promoted development sites are not deliverable within the plan period given permitted mineral extraction and land remediation works.

Location	Reason for Exclusion
South Woodham Ferrers	The impact on and the capacity of the strategic and local road network and capacity limits of the wastewater recycling facilities serving the area.
<b>Alternative Spatial Strategy – Growth along transport corridors at Chatham Green, Boreham, Howe Green and Rettendon</b>	<b>This differs from the preferred Spatial Strategy by substituting the East Chelmsford Garden Community with growth at Chatham Green and expansion of Boreham, Howe Green and Rettendon Common.</b>
Boreham	The impact on the local road network, landscape capacity and sensitivity concerns and uncertainty whether the promoted development would generate the need for a new primary school given the acute lack of existing primary school capacity.
Chatham Green	Its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car, landscape capacity and sensitivity concerns and capacity limits at the wastewater recycling facilities serving the area.
Howe Green	Its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car, the impact on the local road network and the lack of strategic highway capacity at Junction 17 of the A12.
Rettendon Common	Its relative isolation from existing services and facilities and the strategic road and transport network which would lead to higher reliance on the use of the private car.
Rettendon Place	The settlement is constrained by the Green Belt to south and west, its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car and landscape capacity and sensitivity concerns.
<b>Locations which could have formed part of an alternative Spatial Strategy – Other Key Service and Service Settlements outside the Green Belt</b>	<b>The preferred Spatial Strategy allocates small housing sites at Ford End, East Hanningfield and Bicknacre and an allocation of around 100 new homes at Danbury being allocated through the Danbury Neighbourhood Plan.</b>
Great Waltham	No sites with a capacity of 10 or more homes have been promoted.
Little Waltham	Promoted sites either fall within the Green Wedge, have a negative impact on the local highway network, would not support the provision of a new primary school and/or create coalescence with the development at Chelmsford Garden Community.

Location	Reason for Exclusion
Woodham Ferrers	No sites are promoted which are adjacent to the settlement boundary.
<b>Alternative Spatial Strategy - Employment development at Howe Green (Junction 17 of the A12)</b>	<p><b>This differs from the preferred Spatial Strategy by substituting strategic employment growth at Land adjacent to A12 Junction 18 with land at Howe Green (around Junction 17 of the A12).</b></p> <p>This option has been rejected given the lack of strategic highway capacity at Junction 17 of the A12 and no deliverable junction improvements planned to accommodate strategic scale employment growth at this location. This location has lower landscape capacity to accommodate employment development compared with the Council’s preferred option at Location 16b.</p>

## 5.7 DRAFT LOCAL PLAN POLICIES

- 5.7.1 The performance of the proposed Local Plan policies contained within the Preferred Options Consultation Document has been tested against the 14 IIA objectives. Each policy has been individually appraised against the IIA objectives and commentary provided describing the potential effects. Where appropriate, mitigation measures have been identified in order to address adverse effects and enhance positive effects. The findings of the appraisal are presented at **Appendix H**. As the policies contained in Section 7 of the Preferred Options Consultation Document are area/site specific, they have been appraised separately. Those policies that relate to specific site allocations have been assessed by taking forward the findings of the initial site assessment and applying the associated development requirements (as set out in the related policies). This has enabled consideration of the extent to which the policies of Section 7 may help to mitigate adverse effects and enhance positive effects associated with the delivery of the proposed site allocations and, subsequently, the identification of where there would be residual significant effects.
- 5.7.2 A summary of the policy appraisal is presented in the following subsections, grouped by chapter and focusing on the cumulative significant effects identified.

### CREATING SUSTAINABLE DEVELOPMENT

- 5.7.3 Chapter 5 of the Preferred Options Consultation Document contains six policies that relate to sustainable development in the Chelmsford City Area. This suite of policies is wide-ranging, they embed the presumption in favour of sustainable development; ensure development mitigates and adapts to the effects climate change and is safe from all types of flooding; promote social inclusion; promote the conservation and enhancement of the historic and natural environment; and safeguard community assets.
- 5.7.4 Reflecting the broad range of topics covered by the policies that comprise this chapter of the Preferred Options Consultation Document, and their emphasis on sustainable development, cumulative significant positive effects have been identified for all of the IIA Objectives.
- 5.7.5 Through the protection of Green Belt, recognised areas of ecological and historical value and locally recognised landscapes, Strategic Policy S4 may impact on the ability of the area to deliver housing and employment land. Negative effects have therefore also been identified in respect of housing (IIA Objective 2) and the economy (IIA Objective 3).

- 5.7.6 No cumulative significant negative effects have been identified during the appraisal of the policies that comprise Chapter 6 of the Preferred Options Consultation Document. The policies have been assessed as having minor negative effects on housing (IIA Objective 2) and the economy (IIA Objective 3) (alongside cumulative significant positive effects). This is because Strategic Policies S3 (Conserving and Enhancing the Historic Environment) and S4 (Conserving and Enhancing the Natural Environment) may, by protecting built and natural environment assets, affect the delivery of housing and employment land. However, there is some uncertainty with regard to the potential for negative effects in this regard which will be dependent on the exact location and design of new development.

## **HOW WILL FUTURE DEVELOPMENT GROWTH BE ACCOMMODATED?**

- 5.7.7 Chapter 6 of the Preferred Options Consultation Document sets out the development requirements for the Chelmsford City Area (Strategic Policy S6) and the Local Plan Spatial Strategy (Strategic Policy S7).
- 5.7.8 Strategic Policy S6 is an overarching policy to ensure that the City Area's assessed housing need is fully met and that a mix of size, type, tenure and range of housing is provided to widen opportunities to create sustainable, inclusive and mixed communities. Strategic Policy S8 (Delivering Economic Growth) specifically supports economic growth through a flexible and market-responsive allocation of employment land. In addition, the policy encourages links between businesses and the two university campuses in the area. By seeking to focus employment growth in locations well-served by public transport, this policy should also ensure that jobs are accessible. The implementation of Strategic Policy S9 will enable the delivery of infrastructure and services, helping to ensure that new development is supported by commensurate infrastructure investment to make it sustainable and which, alongside housing and jobs provision, will help to address deprivation in the City Area. Strategic Policy S12 promotes a town centre first approach to retail uses. This will support retail development in these locations, strengthening the role of the City Centre and helping to ensure that employment opportunities are accessible. Overall, the policies in Chapter 6 have been assessed as having cumulative significant positive effects on housing (IIA Objective 2), the economy (IIA Objective 3), urban renaissance (IIA Objective 4) and health (IIA Objective 5).
- 5.7.9 Strategic Policy S9 includes a range of transportation infrastructure development requirements including: consideration of additional park and ride sites to serve West Chelmsford; Beaulieu Park Rail Station; cycle routes and footway improvements; bus priority and rapid transit measures; and highways improvements including a Chelmsford North East Bypass. The policy also supports public transport use, sustainable transport measures and other transport improvements in the locality of, or directly related to, development. Once implemented, these measures will help to mitigate the adverse impacts of new development, relieve existing congestion and promote sustainable modes of transport. Alongside Strategic Policy 8, which requires that employment uses are developed in sustainable locations well-served by existing or planned public transport provision, and Strategic S12, that requires retail development and other uses follow the 'town centre first', this has been assessed as having a cumulative significant positive effect on transport (IIA Objective 6).
- 5.7.10 The delivery of infrastructure, including that related to water supply, wastewater treatment and strategic flood defences, will contribute positively to water resources and quality and contribute towards mitigating flood risk. Cumulative significant positive effects have therefore been identified in respect of water (IIA Objective 8) and flood risk (IIA Objective 9).

- 5.7.11 No further cumulative significant positive effects have been identified during the appraisal of policies that comprise Chapter 6 of the Preferred Options Consultation Document.
- 5.7.12 Strategic Policies S1 and S7 seek to make the best use of previously developed land. However, it is recognised that there are a limited number of suitable brownfield sites (i.e. sites that are not significantly constrained or with no valuable existing use) that have not been earmarked for development in the Chelmsford City Area and therefore a large area of greenfield land will be required to accommodate the housing and employment land supported by the policies in this chapter. Cumulatively, the policies have therefore been assessed as having mixed positive and significant negative effects on land use (IIA Objective 7).
- 5.7.13 No further significant negative effects have been identified during the appraisal of policies that comprise Chapter 6 of the Preferred Options Consultation Document. The delivery housing, economic development and infrastructure and facilities may place pressure on the City Area's built and natural environments and resources as well as on highways capacity. In consequence, minor negative effects have been identified in respect of many of the IIA objectives (although in most cases, significant or minor positive effects have also been identified).

## WHERE WILL DEVELOPMENT GROWTH BE FOCUSED?

- 5.7.14 Section 7 of the Preferred Options Consultation Document comprises a suite of location specific policies that set out development requirements for sites across the three Growth Areas, in addition to the policy approach for each Special Policy Area.
- 5.7.15 The appraisal contained in **Appendix G** and **Appendix H** demonstrates that the implementation of the policies in this chapter will help to minimise adverse effects and enhance positive effects associated with the delivery of the proposed site allocations through requirements relating to (inter alia): developer contributions towards, and onsite provision of, community facilities and services (including open space); improvements to the road network, public transport provision and measures to encourage walking and cycling; the use of SUDS; minimising impacts on heritage assets; high quality, sustainable design and architecture; and, for some sites, the requirement for Minerals Resource Assessment.
- 5.7.16 In this context, the policies in this chapter have been assessed as having a cumulative significant positive effect on housing (IIA Objective 2), the economy (IIA Objective 3) and urban renaissance (IIA Objective 4), reflecting the delivery of housing and employment land within/adjacent to urban areas and the provision of community services and facilities which are expected to help meet needs. Development within Central and Urban Chelmsford (Growth Area 1) would involve the redevelopment of a large number of brownfield sites and for these allocations, significant positive effects have been identified in respect of land use (IIA Objective 7).
- 5.7.17 Whilst the policies contained in Section 7 will help to minimise adverse social and environmental effects associated with the delivery of the proposed site allocations, residual negative effects do remain. In particular, the appraisal presented in **Appendix H** highlights that there would be cumulative (residual) significant negative effects in respect of land use (IIA Objective 7), given the loss of greenfield land associated with development, cultural heritage (IIA Objective 13), due to the proximity of some sites to historic assets, and landscape and townscape (IIA Objective 14), given the scale of development at strategic greenfield sites and likely loss of local landscape character. Due

to the location of some sites within Minerals Safeguarding Areas, cumulative significant negative effects have also been identified on waste and resources (IIA Objective 12).

- 5.7.18 As Special Policy Areas are defined within and around existing facilities and institutions (to enable their operational and functional requirements to be planned in a strategic and phased manner), the potential for significant positive and negative effects is considered to be limited.

## **PROTECTING AND SECURING IMPORTANT ASSETS**

- 5.7.19 Section 8 of the Preferred Options Consultation Document comprises a suite of thematic policies for protecting important assets in the Chelmsford City Area. The policies cover: the type and size of housing; protection of employment land and town centres for retail development; protection of the countryside, the historic environment and natural environment; and the delivery and protection of community assets. These policies have been appraised by subsection and the findings are summarised below.

### **Securing the Right Type of Homes**

- 5.7.20 The policies in this subsection have been assessed as having a significant positive effect on housing (IIA Objective 2). The implementation of Policies DM1 (Size and Type of Housing) and DM2 (Affordable Housing and Rural Exception Sites) will help to ensure that there is a good balance and mix of housing provided through new housing developments including rural exception sites. Policy DM2 makes provision for 35% affordable housing on sites of 10 or more dwellings on sites of 0.5ha or larger and exception site development in order to respond to the total annual affordable housing need (assessed to be 642 dwellings for rent). Policy DM2 introduces a first homes clause (C) which allows for development in the rural area and Green Wedge for small sites (<1ha) adjacent to existing settlements.
- 5.7.21 Policy DM3 relates specifically to Gypsies, Travellers and Travelling Showpeople, providing a policy framework to help meet the Council's assessed need for accommodation. Cumulative significant positive effects have also been identified in respect of urban renaissance (IIA Objective 4) as the policies in this subsection are considered likely to tackle inequalities and foster social inclusion by helping to meet housing needs of all communities, including the growing elderly population and the Gypsy, Travellers and Travelling Showpeople communities.
- 5.7.22 No further significant positive effects have been identified. The policies are considered to have cumulative minor positive effects on employment (IIA Objective 3), health and wellbeing (IIA Objective 5), transport (IIA Objective 6), flood risk (II Objective 9), air quality (II Objective 10), and climate change (II Objective 11).
- 5.7.23 No significant or minor negative effects have been identified in respect of the policies contained in this subsection.

### **Securing Economic Growth**

- 5.7.24 Policy DM4 (Employment Areas and Rural Employment Areas) seeks to protect and promote land for B-Class employment uses and employment generating 'sui generis' uses in designated Employment Areas and protect these areas from inappropriate non-Class B uses. This policy is therefore expected to help support the retention of businesses and jobs in the Chelmsford City Area and contribute to economic growth and investment. The retention of retail uses within the Primary Shopping Areas of Chelmsford City Centre and South Woodham Ferrers Town Centre under Policy DM5, meanwhile, will contribute to the maintenance and strengthening of the City Area's retail offer and the vitality and viability of

these centres. The retention of retail uses within the Principal and Local Neighbourhood Centres will also help ensure that local needs are met. Overall, the policies in this subsection have been assessed as having cumulative significant positive effects on the economy (IIA Objective 3) and urban renaissance (IIA Objective 4).

- 5.7.25 No further significant positive effects have been identified. Cumulative minor positive effects have been identified on health and wellbeing (IIA Objective 5), transport (IIA Objective 6), air quality (IIA Objective 10), climate change (IIA Objective 11), cultural heritage (IIA Objective 13) and landscape and townscape (IIA Objective 14).
- 5.7.26 No significant or minor negative effects have been identified in respect of the policies contained in this subsection.

### **Protecting the Countryside**

- 5.7.27 Collectively, the policies in this subsection seek to conserve the Green Belt, Green Wedge and the Rural Area outside of the Green Belt, as designated in the Preferred Options Consultation Document. This will serve to encourage the redevelopment of urban, brownfield sites, restrict inappropriate development of greenfield land and avoid adverse impacts on biodiversity (including designated nature conservation sites) in these areas (although it is noted that new development to meet local needs and which is in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated through relevant Neighbourhood Plans where appropriate and justified). Cumulative significant positive effects have therefore been identified in respect of biodiversity (IIA Objective 1). The protection of designated Green Belt, Green Wedge and the Rural Area will contribute to the protection and enhancement of landscape character and in consequence, significant positive effects have also been identified in respect of landscape and townscape (IIA Objective 14).
- 5.7.28 No further significant positive effects have been identified. The policies in this subsection have been assessed as having minor positive effects on urban renaissance (IIA Objective 4), health and wellbeing (IIA Objective 5), transport (IIA Objective 6), water (IIA Objective 8), flood risk (IIA Objective 9), air quality (IIA Objective 10), climate change (IIA Objective 11) and cultural heritage (IIA Objective 13).
- 5.7.29 No significant negative effects have been identified in respect of the policies contained in this subsection. The policies have been assessed as having mixed positive and negative effects in respect of housing (IIA Objective 2) and employment (IIA Objective 3) as the designation/protection of Green Belt, Green Wedge and the Rural Areas may restrict the delivery of housing and employment land. Mixed minor positive and negative effects have also been identified in relation to land use (IIA Objective 7) as development allowed under these policies may take place on greenfield land.

### **Protecting the Historic Environment**

- 5.7.30 This subsection contains policies which seek to protect and enhance the City Area's heritage assets and their setting including listed buildings, Conservation Areas, Registered Parks and Gardens and Scheduled Monuments as well as non-designated assets and archaeology. Cumulatively, significant positive effects have therefore been identified in respect of cultural heritage (IIA Objective 13). Historic assets contribute towards the character of the City Area and their protection has therefore been assessed as having a significant positive effect on landscape and townscape (IIA Objective 14).
- 5.7.31 No further significant positive effects have been identified for the policies in this subsection. The policies have been assessed as having a minor positive effect on urban

renaissance (IIA Objective 4).

- 5.7.32 No significant negative effects have been identified in respect of the policies contained in this subsection. The policies have been assessed as having minor negative effects on housing (IIA Objective 2) and the economy (IIA Objective 3) as protection of historic assets may affect the delivery of housing and employment land, although this would be dependent on the exact location and design of development proposals.

### **Protecting the Natural Environment**

- 5.7.33 This subsection makes a positive contribution to a number of the IIA objectives. Policy DM16 seeks to ensure that biodiversity assets are promoted and conserved by protecting them from harm and encouraging biodiversity enhancement. The policy requires that new development (unless exempt) provides for a minimum 10% biodiversity net gain above the existing ecological baseline value of the site. Policy DM17 seeks the conservation of protected trees and woodland. This has been assessed as having a significant positive effect on biodiversity (IIA Objective 1) as well as on cultural heritage (IIA Objective 13) and landscape and townscape (IIA Objective 14). The implementation of Policy DM18 will help to ensure that development does not take place in areas of flood risk whilst Policy DM19 will support the development of appropriate low carbon and renewable technologies. Cumulatively, the policies have therefore been assessed as having a significant positive effect on flood risk (IIA Objective 9) and climate change (IIA Objective 11).
- 5.7.34 No further significant positive effects have been identified for the policies in this subsection. The policies have been assessed as having minor positive effects on health and wellbeing (IIA Objective 5), water (IIA Objective 8), air quality (IIA Objective 10) and waste and resources (IIA Objective 12).
- 5.7.35 No significant negative effects have been identified in respect of the policies contained in this subsection. The policies have been assessed as having minor negative effects in relation to housing (IIA Objective 2), as the policies may constrain housing delivery, whilst cumulatively mixed positive and negative effects have been identified in relation to the economy (IIA Objective 3).

### **Delivering and Protecting Community Assets**

- 5.7.36 The policies contained in this subsection have been assessed as having cumulative significant positive effects on a number of the IIA objectives including the economy (IIA Objective 3), urban renaissance (IIA Objective 4) and health and wellbeing (IIA Objective 5). This reflects the expectation that the protection of existing, and delivery of new, community facilities and services will help to make the Chelmsford City Area an attractive place to work and invest in and ensure that there is sufficient provision of services and facilities to support growth and promote healthy lifestyles.
- 5.7.37 No further significant positive effects have been identified for the policies in this subsection. The policies have been assessed as having minor positive effects in respect of biodiversity (IIA Objective 1), transport (IIA Objective 6), water (IIA Objective 8), flood risk (IIA Objective 9), air quality (IIA Objective 10), climate change (IIA Objective 11), cultural heritage (IIA Objective 13) and landscape and townscape (IIA Objective 14).
- 5.7.38 No significant or minor negative effects have been identified in respect of the policies contained in this subsection.

## **MAKING HIGH QUALITY PLACES**

5.7.39 This chapter is divided into two subsections. The first subsection is wide ranging and comprises policies on (inter alia): sustainable design and construction; high quality design; and parking standards. The second subsection focuses on protecting amenity including development on contaminated land and air quality.

### **Making Places**

5.7.40 The policies in this subsection will support the delivery of high quality, well-designed sustainable development which has been assessed as having a significant positive effect on housing (IIA Objective 2), the economy (IIA Objective 3), urban renaissance (IIA Objective 4), health and wellbeing (IIA Objective 5), climate change (IIA Objective 11) and landscape and townscape (IIA Objective 14). In particular, Policy DM31 (Net Zero Carbon Development) introduces detailed criteria for securing a path towards net zero carbon, requiring that all new buildings must be designed and built to be Net Zero Carbon in operation, that is: ultra-low energy buildings, fossil fuel free, and generate renewable energy on-site to at least match annual energy use.

5.7.41 No further significant positive effects have been identified for the policies in this subsection. The policies have been assessed as having minor positive effects in respect of biodiversity (IIA Objective 1), transport (IIA Objective 6), land use (IIA Objective 7), water (IIA Objective 8), flood risk (IIA Objective 9), air quality (IIA Objective 10), waste and resources (IIA Objective 12) and cultural heritage (IIA Objective 13).

5.7.42 No significant or minor negative effects have been identified in respect of the policies contained in this subsection.

### **Protecting Amenity**

5.7.43 This subsection contains two policies: Policy DM29 (Protecting Living and Working Environments); and Policy DM30 (Contamination and Pollution). Together, these policies will help to ensure that development does not give rise to unacceptable levels of polluting emissions related to noise, light, smell, fumes, and vibration and that development on hazardous substance sites or land which is contaminated will not have a threat to health or safety. Policy DM30 will also ensure that development in locations where recent monitoring identified borderline concentrations of Nitrogen Dioxide). Cumulatively, these policies have been assessed as having a significant positive effect on health and wellbeing (IIA Objective 5) and air quality (IIA Objective 10).

5.7.44 No further significant positive effects have been identified for the policies in this subsection. The policies have been assessed as having minor positive effects on biodiversity (IIA Objective 1) and climate change (IIA Objective 11).

5.7.45 No significant or minor negative effects have been identified in respect of the policies contained in this subsection.

## **5.8 CUMULATIVE, SYNERGISTIC AND SECONDARY EFFECTS**

5.8.1 In determining the significance of effects of a plan, the SEA Regulations require that consideration is given to the cumulative nature of the effects. This section considers the potential for the policies and proposals contained within the Preferred Options Consultation Document to act in-combination both with each other and other plans and programmes to generate cumulative (including synergistic and secondary) effects.

## CUMULATIVE EFFECTS ARISING FROM THE PREFERRED OPTIONS CONSULTATION DOCUMENT

- 5.8.2 **Table 4.12** presents the appraisal of the cumulative effects of the Preferred Options Consultation Document by summarising the cumulative effects of each policy chapter (Chapters 5 to 9) on the IIA objectives and by providing an overall judgement on the cumulative effect of the plan policies (including proposed site allocations) as a whole.
- 5.8.3 The appraisal of cumulative effects presented in **Table 4.12** highlights that the majority of the IIA objectives will experience positive effects as a result of the implementation of the policies and proposals contained in the Preferred Options Consultation Document. Significant positive effects are expected in respect of the following IIA objectives: housing; economy; urban renaissance; health and wellbeing and transport. This reflects the likely socio-economic benefits associated with the delivery of housing, employment and related community facilities, services and infrastructure in the City Area over the plan period and the focus of the majority of this growth in and adjacent to the Chelmsford Urban Area, to the north of South Woodham Ferrers and at Key Service Settlements. It also reflects the strong framework provided by the plan policies that will help to conserve and enhance the City Area's natural and built environments.
- 5.8.4 Despite the overall positive cumulative effects associated with the implementation of the Preferred Options Consultation Document, cumulative negative effects have also been identified against many of the IIA objectives including: biodiversity; transport; land use; water; flood risk; air quality; climate change; waste and resources; cultural heritage; and landscape. This principally reflects impacts associated with the construction and operation of new development including land take, resource use, emissions and loss of landscape character and the location of proposed site allocations. However, the Preferred Options Consultation Document includes policies which seek to manage these effects (including through development requirements related to proposed site allocations) and in consequence, it is expected that significant adverse effects will be largely avoided, although some uncertainty remains which will be addressed through monitoring and review.
- 5.8.5 The Preferred Options Consultation Document has been assessed as having mixed significant positive and significant negative effects on land use. The proposed Local Plan policies and proposals seek to maximise the use of previously developed (brownfield) land. However, the scale of development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the City Area mean that greenfield land adjacent to the urban areas of Chelmsford would be required to deliver circa 80% of new development. Approximately 246ha of Grade 2 agricultural land and 853ha of Grade 3 land and will be lost. This equates to around 2.4% of Grade 2 land and 4.2% of Grade 3 land in the City Area. In consequence, a cumulative significant negative effect has also been identified in respect of land use.



**Table 5.12 Results of the Cumulative Effects Appraisal**

IIA Objective	Preferred Options Consultation Document Policy Chapter						Commentary on cumulative effects (including secondary and synergistic effects)
	Creating Sustainable Development	How will Future Development Growth be Accommodated?	Where will Development Growth be Focused?	Protecting and Securing Important Assets	Making High Quality Places	Cumulative effect of the Preferred Options Document	
1. Biodiversity and Geodiversity: To conserve and enhance biodiversity and geodiversity and promote improvements to the multifunctional green infrastructure network.	++	+/-/?	-/?	++/?	+	+/-/?	<p>Growth in terms of new housing and economic development together with the delivery of new infrastructure is likely to have adverse effects on biodiversity through, for example, land take and disturbance with associated impacts on habitats and species. However, the Strategic Growth Site Policies and Development Management Policies (notably Policy DM16) contained in the Preferred Options Consultation Document provide a strong framework that is expected to help ensure that development does not have adverse effects on designated nature conservation sites and protect habitats and species thereby minimising or offsetting adverse ecological effects arising from development and avoiding significant harm to the City Area's assets. Through the Green Wedge and the requirements for onsite provision of green infrastructure at site allocations, there will also be opportunities to enhance biodiversity. Policy DM16 (Protection and Promotion of Ecology, Nature and Biodiversity) requires the provision of a minimum 10% biodiversity net gain above the existing ecological baseline value of the site.</p> <p>Overall, the Preferred Options Consultation Document has been assessed as having cumulative positive and negative effects on this objective, although some uncertainty remains.</p>
2. Housing: To meet the housing needs of the Chelmsford City Area and deliver decent homes.	++/-	++/-/?	++	++/-/?	++	++	<p>The policies and proposed site allocations of the Preferred Options Consultation Document will deliver a minimum of 18,000 dwellings over the plan period, meeting the City Area's assessed housing requirement and providing additional flexibility. The provision of between 36 and 77 permanent pitches for Gypsies and Travellers and 25 permanent plots for Travelling Showpeople, meanwhile, would also meet the requirements identified in the Gypsy and Traveller Accommodation Assessment.</p>



IIA Objective	Preferred Options Consultation Document Policy Chapter						Commentary on cumulative effects (including secondary and synergistic effects)
	Creating Sustainable Development	How will Future Development Growth be Accommodated?	Where will Development Growth be Focused?	Protecting and Securing Important Assets	Making High Quality Places	Cumulative effect of the Preferred Options Document	
							<p>Those policies of the Preferred Options Consultation Document that relate to housing will help to ensure that an appropriate mix of size, type and tenure of well-designed housing is delivered to meet local needs.</p> <p>Overall, the Preferred Options Consultation Document has been assessed as having a cumulative significant positive effect on this objective.</p>
3. Economy, Skills and Employment: To achieve a strong and stable economy which offers rewarding and well-located employment opportunities to everyone.	++/-	++/-	++	++/- /?	++	++	<p>The provision of a minimum of 162,646 sqm of employment floorspace over the plan period is expected to help maintain and enhance Chelmsford's strategic economic role in the Heart of Essex sub-region, supporting existing businesses, attracting inward investment and facilitating economic diversification. Jobs growth would, in-turn, increase the amount of money spent in the local economy and there may also be supply chain benefits associated with new businesses. Through the proposed site allocations and Local Plan policies, it is expected that this provision will help to support the creation of accessible employment opportunities that will benefit the City Area's communities.</p> <p>The policies of the Preferred Options Consultation Document including the development requirements related to specific site allocations (in Section 7) will help to ensure that there is sufficient investment in educational facilities to accommodate future growth and that links with the two university campuses are capitalised upon.</p> <p>Overall, the Preferred Options Consultation Document has been assessed as having a cumulative significant positive effect on this objective.</p>
4. Sustainable Living and Revitalisation: To promote urban	++	++/-	++	++	++	++	<p>The preferred Spatial Strategy, associated site allocations and plan policies seek to focus growth in and adjacent to the Chelmsford Urban Area, to the North of South Woodham Ferrers and at Key Service and Service Settlements. Allied with the provision of community facilities, services and employment land on many of the proposed site allocations (including developments using garden community principles), this will help to ensure</p>



IIA Objective	Preferred Options Consultation Document Policy Chapter						Commentary on cumulative effects (including secondary and synergistic effects)
	Creating Sustainable Development	How will Future Development Growth be Accommodated?	Where will Development Growth be Focused?	Protecting and Securing Important Assets	Making High Quality Places	Cumulative effect of the Preferred Options Document	
renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.							<p>that new development is accessible to key services, facilities and employment opportunities, stimulates urban regeneration, tackles deprivation and promotes community inclusion.</p> <p>Whilst growth could place pressure on existing services, facilities and infrastructure, the proposed Local Plan policies including site specific development requirements (as detailed in Section 7) are expected to help mitigate any such effects through, for example, protecting existing facilities and infrastructure, seeking on-site provision/developer contributions towards new provision and by providing a positive planning framework for investment in facilities in accessible locations. The Preferred Options Consultation Document also defines Special Policy Areas within and around existing facilities and institutions including Broomfield Hospital and ARU Writtle which is expected to support the continued growth and expansion of these institutions, generating benefits in terms of continued access to services and facilities.</p> <p>It is anticipated that, in directing growth and investment towards/adjacent to urban areas and promoting high quality design including enhancement of the public realm, the Preferred Options Consultation Document will enhance the City Centre and the vitality and viability of South Woodham Ferrers town centre.</p> <p>Overall, the Preferred Options Consultation Document has been assessed as having a cumulative significant positive effect on this objective.</p>
5. Health and Wellbeing: To improve the health and wellbeing of those living and working in the	++	++/-	+	++	++	++	<p>As noted above, the preferred Spatial Strategy seeks to focus growth in and adjacent to the Chelmsford Urban Area, to the North of South Woodham Ferrers and at Key Service and Service Settlements. New development will therefore be accessible to key services and facilities such as GP surgeries. Whilst growth could place pressure on existing healthcare facilities, the Preferred Options Consultation Document policies are expected to help mitigate such effects through, for example, protecting existing facilities, delivering healthcare provision on</p>



IIA Objective	Preferred Options Consultation Document Policy Chapter						Commentary on cumulative effects (including secondary and synergistic effects)
	Creating Sustainable Development	How will Future Development Growth be Accommodated?	Where will Development Growth be Focused?	Protecting and Securing Important Assets	Making High Quality Places	Cumulative effect of the Preferred Options Document	
Chelmsford City area.							<p>large strategic sites, seeking developer contributions towards new provision and by providing a positive planning framework for investment in facilities in accessible locations.</p> <p>Focusing the majority of new residential and employment development in and adjacent to the Chelmsford Urban Area and to the North of South Woodham Ferrers, promoting mixed used schemes and the adoption of Garden Community principles at strategic sites are together likely to encourage walking/cycling as services and employment opportunities would be physically accessible. Allied with proposed improvements to highway circulation, public transport and walking and cycling as well as the protection of existing green infrastructure including open space and recreational facilities and new provision, this is expected to generate a positive effect in relation to the promotion of healthy lifestyles.</p> <p>The proposed Local Plan policies provide a strong framework to protect amenity and maintain and enhance environmental quality (see, for example, Policy S4 Conserving and Enhancing the Natural Environment).</p> <p>Overall, the Preferred Options Consultation Document has been assessed as having a cumulative significant positive effect on this objective.</p>
6. Transport: To reduce the need to travel, promote more sustainable modes of transport and align investment in	++	++/-	+	+	+/?	++/-	<p>Growth over the plan period will result in increased vehicle movements which could have adverse effects on the highways network, notably increased pressure on the local and strategic road network and public transport infrastructure with congestion on key trunk roads including the A12, A130 and A414 east and west of Chelmsford (a number of junctions on the strategic highway network have capacity constraints and pinch points). However, the concentration of new residential and employment development in and adjacent to urban areas, the promotion of mixed use sustainable urban extensions that reflect Garden Community principles and the delivery of strategic improvements to the walking/cycling network are all likely to reduce the need to travel by car and encourage walking/cycling (as services and employment opportunities would be physically accessible). New development</p>



IIA Objective	Preferred Options Consultation Document Policy Chapter						Commentary on cumulative effects (including secondary and synergistic effects)
	Creating Sustainable Development	How will Future Development Growth be Accommodated?	Where will Development Growth be Focused?	Protecting and Securing Important Assets	Making High Quality Places	Cumulative effect of the Preferred Options Document	
infrastructure with growth.							<p>should also be well connected to the existing public transport network (including existing planned infrastructure such as the new rail station and transport hub to the north east of Chelmsford as part of the Beaulieu development).</p> <p>The Preferred Options Consultation Document identifies a number of transport infrastructure improvements including a proposed new Chelmsford North-East Bypass, highways improvements (including at the Army and Navy Junction and to the A132) and two park and ride schemes (one located to the south west of Chelmsford around the A414 and the other located to the north east of Chelmsford around the A12 and A138). These measures, together with the development requirements for proposed site allocations contained in Section 7, are expected to help mitigate adverse impacts associated with new development and enhance the City Area's transport network.</p> <p>Overall, the Preferred Options Consultation Document has been assessed as having a cumulative mixed significant positive and minor negative effect on this objective.</p>
7. Land Use and Soils: To encourage the efficient use of land and conserve and enhance soils.	++	+/--	++/--	+/-	++	++/--	<p>The policies and proposals of the Preferred Options Consultation Document seek to make efficient use of land and promote the reuse of previously developed sites in sustainable locations. Brownfield land is allocated in preference to greenfield and high levels of land recycling achieved in the urban area of Chelmsford. However, the scale of development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the City Area mean that greenfield land adjacent to the urban areas of Chelmsford and South Woodham Ferrers and at, Great Leighs, Danbury and Bicknacre would be required. Allied with the potential construction of a Chelmsford North-East Bypass (as well as other infrastructure), the area of greenfield land required over the plan period is expected to be significant. Overall a loss of approximately 853ha</p>



IIA Objective	Preferred Options Consultation Document Policy Chapter						Commentary on cumulative effects (including secondary and synergistic effects)
	Creating Sustainable Development	How will Future Development Growth be Accommodated?	Where will Development Growth be Focused?	Protecting and Securing Important Assets	Making High Quality Places	Cumulative effect of the Preferred Options Document	
							<p>of Grade 3 agricultural land (4.2% of the total in Chelmsford's administrative area) and 246ha of Grade 2 land (some 2.4% of the City Area's total).</p> <p>Overall, the Preferred Options Consultation Document has been assessed as having a cumulative mixed significant positive and significant negative effect on this objective.</p>
8. Water: To conserve and enhance water quality and resources.	++	++/-	-	+	++	+/-	<p>Growth will result in the increased use of water which, if unmitigated, could place pressure on water resources and associated infrastructure. However, the Water Cycle Study (2024) identifies some constraints with respect to water service infrastructure and the water environment to deliver development, likely to require that strategic water resource options and wastewater solutions are developed in advance of development coming forward. The draft Essex and Suffolk Water Resource Management Plan 2024 identifies that without further investment in things like expanding reservoirs and other sources of water, that demand for water will begin to outpace supply in the future (2030+). This is also due to changes in the rules governing how much water, water companies can take from existing sources that will come into force after 2030.</p> <p>Further, the policies of the Preferred Options Consultation Document promote sustainable design (which is expected to help minimise the consumption of water at new developments), seek to protect existing utilities infrastructure and will help ensure that there is sufficient infrastructure capacity to accommodate growth. Hanningfield Reservoir Treatment Works, a major site containing water treatment facilities, is also designated as a Special Policy Area. Through these provisions, the Preferred Options Consultation Document is expected to help lessen the adverse effects of development on water resources.</p> <p>Depending on the exact location of new development, the proximity to waterbodies and the prevailing quality of the waterbody, there is potential for adverse effects on water quality associated with construction activities (through, for example, accidental discharges or uncontrolled surface water runoff from construction sites). In this context, a number of the proposed site allocations are within close proximity to waterbodies. However, it is</p>



IIA Objective	Preferred Options Consultation Document Policy Chapter						Commentary on cumulative effects (including secondary and synergistic effects)
	Creating Sustainable Development	How will Future Development Growth be Accommodated?	Where will Development Growth be Focused?	Protecting and Securing Important Assets	Making High Quality Places	Cumulative effect of the Preferred Options Document	
							<p>anticipated that potential effects on water could be lessened through the application of the proposed Local Plan policies and through mitigation measures agreed at the individual planning application stage. Other plan policies relating to the conservation and enhancement of the City Area's natural environment and provision of green infrastructure may also help to enhance water quality.</p> <p>On balance, the Preferred Options Consultation Document has been assessed as having a cumulative mixed positive and negative effect on this objective.</p>
9. Flood Risk: To reduce the risk of flooding to people and property, taking into account the effects of climate change.	++	++/-	-	++/?	+	+/-	<p>A number of proposed site allocations are located partially within areas of flood risk. However, the policies of the Preferred Options Consultation Document seek to minimise flood risk and ensure that development does not give rise to flood risk elsewhere, in accordance with a sequential, risk-based approach. In particular, Policy S9 (Infrastructure Requirements) stipulates that planning permissions for all types of development will only be granted where it can be demonstrated that the site is safe from all types of flooding and it does not worsen flood risk elsewhere. In addition, all major development, through Strategic Growth Site and Growth Site Policies, will be required to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. In consequence, it is anticipated that the potential for significant adverse effects on flood risk will be reduced. Through the plan's emphasis on green infrastructure provision there may also be opportunities to enhance flood storage and reduce surface water run-off.</p> <p>Overall, the Preferred Options Consultation Document has been assessed as having a cumulative mixed positive and negative effect on this objective.</p>



IIA Objective	Preferred Options Consultation Document Policy Chapter						Commentary on cumulative effects (including secondary and synergistic effects)
	Creating Sustainable Development	How will Future Development Growth be Accommodated?	Where will Development Growth be Focused?	Protecting and Securing Important Assets	Making High Quality Places	Cumulative effect of the Preferred Options Document	
10. Air: To improve air quality.	++	+/-	-	+	++	+/-	<p>Growth over the plan period will result in increased emissions to air during both the construction of new development and once development is complete. However, the concentration of new residential and employment development in and adjacent to urban areas, the promotion of strategic mixed use sustainable urban extensions that reflect Garden Community principles and the delivery of strategic improvements to the walking/cycling network (including through the Green Wedge) are all likely to reduce the need to travel by car and associated emissions to air. Investment in transportation infrastructure may also help to address air quality issues.</p> <p>Policy DM30 (Contamination and Pollution) of the Preferred Options Consultation Document stipulates that for developments where an air quality impact assessment has been provided, permission will only be granted where the Council is satisfied that (after selection of appropriate mitigation) the development will not have an unacceptable significant impact on air quality, health and wellbeing.</p> <p>Overall, the Preferred Options Consultation Document has been assessed as having a cumulative mixed positive and negative effect on this objective.</p>
11. Climate Change: To minimise greenhouse gas emissions and adapt to the	++	+/-	-	++	++/?	+/-	<p>New development will result in increased energy use and associated greenhouse gas emissions. However, as noted above, the concentration of new residential and employment development in and adjacent to urban areas, the promotion of strategic mixed use sustainable urban extensions that reflect Garden Community principles and the delivery of strategic improvements to the walking/cycling network (including through the Green Wedge) are all likely to reduce the need to travel by car and associated emissions of greenhouse gases.</p> <p>The Preferred Options Consultation Document also provides a strong policy framework that seeks to minimise energy use and greenhouse gas emissions and promote climate change adaptation through the siting and design</p>



IIA Objective	Preferred Options Consultation Document Policy Chapter						Commentary on cumulative effects (including secondary and synergistic effects)
	Creating Sustainable Development	How will Future Development Growth be Accommodated?	Where will Development Growth be Focused?	Protecting and Securing Important Assets	Making High Quality Places	Cumulative effect of the Preferred Options Document	
effects of climate change.							of development. Policy DM31 (Net Zero Carbon Development) sets out standards expected of new development to ensure that wider aspirations for zero carbon targets are met over the longer term.  Overall, the Preferred Options Consultation Document has been assessed as having a cumulative mixed positive and negative effect on this objective.
12. Waste and Natural Resources: To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.	++	-	--/?	+	+/?	+/-/?	The construction of new development will require raw materials (such as aggregates, steel and timber) which may place pressure on local mineral assets. However, the volume of materials required is not expected to be significant (in a regional or national context). Further, it is anticipated that there would be opportunities to utilise recycled and sustainably sourced construction materials as part of new developments and in this regard, the policies contained in the Preferred Options Consultation Document promote the sustainable use of natural resources. Growth will also generate waste, although it is anticipated that a proportion of arisings would be reused or recycled.  Several of the proposed site allocations are located within Minerals Safeguarding Areas and in consequence, there is the potential for significant negative effects on this objective due to sterilisation of the mineral resource. However, it is anticipated that the policies of the Preferred Options Consultation Document will help to avoid significant adverse impacts in some cases (through the requirements for Minerals Resource Assessment).  On balance, the Preferred Options Consultation Document has been assessed as having a cumulative mixed positive and negative effect on this objective, although some uncertainty remains.
13. Cultural Heritage: To conserve and	++	+/-/?	+/-	++/?	+	+/-/?	New development has the potential to affect the City Area's cultural heritage assets both directly (through the loss of, or damage to, assets) or indirectly (through effects on setting). In this regard, the potential for negative effects on cultural heritage has been identified in respect of a number of the proposed site allocations. However,



IIA Objective	Preferred Options Consultation Document Policy Chapter						Commentary on cumulative effects (including secondary and synergistic effects)
	Creating Sustainable Development	How will Future Development Growth be Accommodated?	Where will Development Growth be Focused?	Protecting and Securing Important Assets	Making High Quality Places	Cumulative effect of the Preferred Options Document	
enhance the historic environment, cultural heritage, character and setting.							<p>the policies contained in the Preferred Options Consultation Document as well as the development requirements for specific sites set out in Section 7, seek to conserve and enhance the City Area’s cultural heritage assets and are expected to help ensure that adverse effects are minimised and that opportunities are sought to enhance assets and their settings.</p> <p>Locating new development in close proximity to heritage assets may increase the accessibility of prospective residents to them, generating a positive effect on this objective. There may also be opportunities for heritage-led development which could serve to protect and enhance areas or buildings of historical, archaeological and cultural value and potentially enhance the setting of assets (for example, through the sensitive redevelopment of brownfield sites such as Sandford Mill which is designated as a Special Policy Area).</p> <p>Overall, the Preferred Options Consultation Document has been assessed as having a cumulative mixed positive and negative effect on this objective, although some uncertainty remains.</p>
14. Landscape and Townscape: To conserve and enhance landscape character and townscapes.	++	+/-/?	+/-	++/?	++	+/-/?	<p>Development will affect the character of the City Area’s landscapes and townscapes, particularly given the area of greenfield land that will be required to accommodate growth over the plan period. However, it is anticipated that the application of the proposed Local Plan policies and the site-specific development requirements contained in Section 7 will help to minimise adverse effects in this regard. Under the preferred Spatial Strategy, the existing Green Wedge would be largely retained. Together with the adoption of Garden Community principles at proposed strategic urban extensions, these measures would be expected to help mitigate adverse effects on landscape character arising from new development and maintain separation between built-up areas.</p> <p>The redevelopment of brownfield sites and the provision of green infrastructure present opportunities to enhance landscape and townscape. In this regard, the policies contained in the Preferred Options Consultation Document</p>



IIA Objective	Preferred Options Consultation Document Policy Chapter						Commentary on cumulative effects (including secondary and synergistic effects)
	Creating Sustainable Development	How will Future Development Growth be Accommodated?	Where will Development Growth be Focused?	Protecting and Securing Important Assets	Making High Quality Places	Cumulative effect of the Preferred Options Document	
							<p>(including site-specific development requirements) seek to conserve and enhance landscape, promote good design and protect visual amenity.</p> <p>On balance, the Preferred Options Consultation Document has been assessed as having a cumulative mixed positive and negative effect on this objective, although some uncertainty remains.</p>

## CUMULATIVE EFFECTS ARISING FROM OTHER PLANS AND PROGRAMMES

5.8.6 The policies and proposals contained in the Preferred Options Consultation Document sit within the context of a number of other plans and programmes including the local plans of surrounding local authorities. These plans and programmes are identified at **Appendix C** and include, for example:

- The London Plan;
- the adopted and emerging local plans of Basildon Council, Braintree District Council, Brentwood District Council, Epping Forest District Council, Maldon District Council, Rochford District Council and Uttlesford District Council;
- Essex and Suffolk Water Final Water Resources Management Plan;
- Anglian River Basin District River Basin Management Plan;
- The Local Transport Plan for Essex; and
- Essex Minerals Local Plan.

5.8.7 The cumulative effects arising from the interaction of the Preferred Options Consultation Document with other plans and programmes have been considered. No significant negative cumulative effects have been identified, although increased development in the City Area and neighbouring local authorities will be likely to generate adverse cumulative effects on IIA objectives relating to:

- biodiversity, due to increased visitor pressure on nature conservation sites;
- transport, due to increased vehicle movements and associated congestion;
- climate change, as a result of increased greenhouse gas emissions associated with new development;
- air quality, principally due to increased vehicle movements and associated emissions to air;
- land use, reflecting the cumulative loss of greenfield land; and
- waste and resources, due to an anticipated cumulative increase in waste arisings associated with new development and the requirement for materials in the construction of new development.

5.8.8 However, these cumulative effects could be minimised through the policy measures contained across a number of the emerging/adopted local plans including the Preferred Options Consultation Document.

## 5.9 THE APPROACH TO CARBON NEUTRALITY IN THE LOCAL PLAN PREFERRED OPTIONS

5.9.1 Chelmsford City Council declared a Climate Emergency in 2019. The Local Plan, in partnership with all other aspects of the City Council's responsibilities and associated strategies, is tasked with responding to the challenge of adjusting the way in which residents live and work to meet national targets for carbon emissions.

5.9.2 Essex County Council, in their representations to the Issues and Options Consultation,

recommended that the carbon impact of the preferred spatial strategy is assessed and evaluated, and the findings used to help steer the spatial strategy in a way which responds to the stated priorities on climate and ecological emergency and that demonstrate alignment with local and national climate targets.

*“This is necessary because Local Planning Authorities (LPAs) are bound by the legal duty set out in the Section 19 of the Compulsory Purchase Act, amended by Planning Act 2008, to ensure that taken as a whole plan policy contributes to the mitigation and adaptation to climate change. In discharging this duty, LPAs must consider NPPF 153 and ensure that policies are in line with the Climate Change Act 2008 – and this includes the legally binding national climate targets which are a 78% reduction in greenhouse gas emissions by 2035 (Sixth Carbon Budget) and 100% reduction in Greenhouse Gas emissions (net zero) by 2050.”*

- 5.9.3 The response was made as it is something that should be undertaken and at the time of the Issues and Options consultation ECC was looking at bidding for funding to help develop an approach to assessing local plans carbon impact in conjunction with Centre for Sustainable Energy, who were trying to progress a pilot scheme. Unfortunately, this work has stalled.
- 5.9.4 As part of the preparation of the IIA, WSP has prepared a Technical Note: Approach to Carbon Neutrality in the Emerging Chelmsford Review of the Local Plan which analyses how the Local Plan and the IIA in its appraisal of the Local Plan address carbon neutrality.
- 5.9.5 Policy DM31 of the Local Plan Preferred Options document focusses on carbon neutrality, setting out requirements for new development to help deliver zero carbon, in accordance with the requests of Essex County Council, the Essex Design Guide and associated Technical Reports.
- 5.9.6 The proposed approach towards addressing carbon neutrality is centred on Policy DM31 (Net Zero Carbon Development (in Operation)) which in turn is supported by references throughout the Local Plan Preferred Options, and commitments made in respect of the carbon performance of strategic growth areas, which together present the basis for long-term transition.
- 5.9.7 Policy DM31 sets out that all new buildings, residential and non-residential, must be designed and built to be Net Zero Carbon in operation. They must be ultra-low energy buildings, fossil fuel free, and generate renewable energy on-site to at least match annual energy use. All new buildings, one dwelling and above for residential developments, and 100sq metres and above for non-residential developments, are required to comply with the five requirements set out in the Local Plan, regarding:
- Space heating demand limits
  - Fossil fuel free
  - Energy Use Intensity (EUI) limits
  - On-site renewable energy generation
  - As-built performance confirmation and in-use monitoring
- 5.9.8 Further detail relating to the requirements is set out in the Local Plan, along with alternative routes to meeting the policy requirements.
- 5.9.9 The IIA responds to the content of the emerging Local Plan through a ‘check and challenge’ approach which acknowledges the inherent challenges associated with growth and the aspirations for a low/zero-carbon future and notes the progress likely to be achieved through the policy framework.

- 5.9.10 The IIA has considered the effects of the Preferred Options Consultation Document on the following matters that could be relevant to net zero: sustainable living and revitalisation, climate change, and waste and the use of natural resources.
- 5.9.11 The majority of the Strategic Priorities that guide the approach of the Local Plan, are relevant to the potential to meet net zero carbon. The Strategic Priorities set out the detail of how the Strategic Priorities will be achieved, and a number of these also have the potential to impact the achievement of net zero.
- 5.9.12 All of the Strategic Policies and Strategic Priorities have been assessed against the IIA objectives, which make several references to sustainability, and include Objective 10 Air Quality and Objective 11 Climate Change. These two objectives assess the Local Plan on how far it will go to improve air quality, and to minimise greenhouse gas emissions and adapt to the effects of climate change.

## 5.10 ACCESSIBILITY MAPPING AND APPRAISAL

- 5.10.1 Chelmsford City Council has commissioned detailed analysis<sup>121</sup> of the relative accessibility of the 26 settlement areas across the City Area (grouped into 8 broad locations). Some 14 appraisal criteria (including walking, cycling and public transport connectivity and access to key services) have been used as part of the modelling exercise to produce an overall accessibility score.

Location	Av. Score
1. Brownfield sites in Chelmsford Urban Area*	2.81
2. Edge of Chelmsford extension (West Chelmsford; East of Chelmsford)	2.04
3. North of South Woodham Ferrers	2.14
4. North East Chelmsford	2.57
5. Key Service Settlements (Bicknacre, Boreham, Broomfield, Danbury, Great Leighs)	2.01
6. Service Settlements (East Hanningfield, Ford End, Great Waltham, Little Waltham, Rettendon Place, Woodham Ferrers)	1.81
7. Settlements with good proximity to transport corridors (Chatham Green, Howe Green, Rettendon Common)	1.45
8. New Strategic Settlement/Garden Community (Hammonds Farm)	1.64

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<sup>121</sup> Essex Highways (2022) Chelmsford Local Plan Review - Sustainable Accessibility Mapping & Appraisal: Technical Note incl. Appendices

## 5.11 HEALTH IMPACT ASSESSMENT AND EQUALITIES IMPACT ASSESSMENT

- 5.11.1 A detailed Health Impact Assessment (HIA) (**Appendix J**) and a detailed Equalities Impact Assessment (EqIA) (**Appendix I**) have been undertaken as part of the assessment of Preferred Strategic Policies and Site Allocations according to the assessment frameworks set out in the Scoping Report.
- 5.11.2 In addition, health, well-being and equalities matters are included within this present assessment through the assessment of growth, economic and spatial approaches against Health and well-being (Objective 5), and implicit in Housing (Objective 2), Economy (Objective 3) and Sustainable Living and Revitalisation (Objective 4) where access to homes, jobs and services are included in the guide questions.
- 5.11.3 The principal results from the assessments are presented in **Table 5.13**.

**Table 5.13 Principal Results from the HIA and EqIA**

HIA	EqIA
<p><b>Strategic Policies</b></p> <p>Overall, the strategic policies will help to support and progress the HIA objectives by improving access to new homes, employment opportunities and associated infrastructure. The policies encourage high quality design and active travel, the protection and enhancement of the environment, community facilities and the delivery of multi-functional open spaces and green infrastructure. Strategic Policy S14 (Health and Wellbeing) is likely to significantly progress all of the objectives as it directly relates to health and wellbeing. It sets out a commitment to improving the health and wellbeing of residents and communities, promoting more active and healthier lifestyles, creating healthy living environments and reducing health inequalities through high-quality placemaking. While the delivery of the new infrastructure can have temporary negative effects on the health and well-being of existing communities; through increased disturbance (noise), reduced local air quality as a result of increased traffic emissions and dust and the loss of existing open/ green spaces. The strategic policies in conjunction with other Local Plan policies provide sufficient mitigation to ensure that there are no residual significant negative effects on the HIA objectives.</p> <p><b>Growth Area Policies</b></p> <p>The growth area policies propose the delivery of housing, employment and associated infrastructure across a number of sites. The delivery of strategic scale infrastructure will significantly progress the HIA objectives through improved access to good quality homes (including affordable homes), employment opportunities, community facilities (including education and health services) and greater opportunities for active travel. The policies also require the provision of accessible and multi-functional open/ green spaces and the provision or contributions to new or enhanced recreational facilities. While the delivery of the new infrastructure can have temporary negative effects on the health and well-being of existing communities; through increased disturbance (noise), reduced local air quality as a result of increased traffic emissions and dust and the loss of existing open/ green spaces, the growth area policies in conjunction with other Local Plan policies provide sufficient mitigation to ensure that there are no residual significant</p>	<p>The Strategic Policies do not directly affect a number of the protected characteristics considered under the EqIA, reflecting the intention and scope of the plan as a land use document. All of the Strategic Policies and Site Allocations are assessed as having either a positive, mixed or neutral outcome in respect of the protected characteristics; consequently, the Preferred Options Document is considered to be generally compatible with the duties of the Equality Act 2010.</p> <p>In respect of gender reassignment, marriage and civil partnership, sex and sexual orientation there are no identified effects included in policy options or site options that are considered to have a direct effect on these four protected characteristics. For the remaining five protected characteristics – age, disability, religion or belief, pregnancy and maternity and race - the options considered as part of the Local Plan: Preferred Options document are likely to have some positive effects as follows:</p> <ul style="list-style-type: none"> <li>• policies which seek to provide and enhance community services and facilities will benefit the young, old and those with accessibility issues such as the disabled and pregnant women (Strategic Policies S1, S5, S9, S12, S15, S16, S17).</li> <li>• the provision of accessible greenspace and enhancement of accessibility (Strategic Policies (S1, S2, S5, S9, S13, S15) is likely to directly benefit those with relatively limited accessibility.</li> <li>• Those vulnerable to air pollution (the young, old and pregnant women) are also likely to directly benefit from the provision of more open space which is accessible, as well as improvements in air quality as a result of</li> </ul>

HIA	EqIA
<p>negative effects on the HIA objectives. There is the opportunity to strengthen the growth area policies in relation to HIA objective 5, through the requirement for the delivery of communal food growing opportunities in strategic scale development, such as allotments or community orchards. The policies relating to Special Policy Areas (SPA) are likely to progress HIA objectives 2, 4 and 6 as they allow for the continued operation and function of key facilities, including Broomfield Hospital.</p> <p><b>Development Management Policies</b></p> <p>The development management policies often relate to a specific issue and therefore progress a particular HIA objective. In general, the majority of them are not likely to progress or hinder the HIA objectives given the nature of the policies. Policies DM1, DM2 and DM24 are likely to significantly progress HIA objective 1 relating to design of homes. The policies require an appropriate mix of dwelling types and sizes, the delivery of affordable homes and high quality built form and urban design. None of the policies were identified as having the potential to have significant negative effects on the HIA objectives.</p>	<p>modal shift in transport use, notably through the provision of walking and cycling routes and EV charging infrastructure (Strategic Policies S1, S2, S5, S9, S12, S13, S15).</p> <ul style="list-style-type: none"> <li>• The provision of high quality community infrastructure including meeting spaces is likely to benefit those vulnerable to social isolation (notably the elderly, disabled and pregnant women) through offering opportunities for socialising in accessible places (Strategic Policies S1, S5, S9, S12, S15, S16, S17)</li> <li>• The provision of a wide range of housing types and affordable options will help to ensure greater equality of access, meeting the needs of specific groups, notably the elderly, disabled and young).</li> </ul>

5.11.4 The Preferred Spatial Strategy is likely to yield overall positive effects, reflecting the provision of greater opportunities for access to services and employment.

5.11.5 Overall, no negative effects have been identified across the two analyses, although there are a wide range of uncertainties associated with policy implementation and the requirement for ongoing monitoring and evaluation to determine the success of policy implementation and any unintended consequences.

## 5.12 RECOMMENDATIONS FOR LOCAL PLAN CONTENT AND IMPLEMENTATION

5.12.1 The Preferred Options Consultation Document presents a comprehensive suite of policies at strategic and local scales which, inherited from the Adopted Local Plan, have been tested in practice and found to be robust.

5.12.2 In addition to the mitigation and enhancement measures associated with Strategic Growth Area and Growth Area Policies, the following suggested measures should be considered by Council as part of the further refinement of the Local Plan prior to its publication for Examination:

1. There should be consideration of the fuller cross-referencing to key Development Management policies in Strategic Growth Areas, Growth Areas and Special Area Policies. Including the demonstration that the policies will (where relevant) contribute to realising the Council’s response to identification of a climate emergency, biodiversity emergency, focus on health and wellbeing and securing the enhancement and extension of the City’s Green Infrastructure Resource. Specific reference could be made in the Spatial Principles to the advancement of the afore-mentioned priorities.
2. There should be reference within Health and Wellbeing (Strategic Policy S14) as to how the aspirations will be measured and the criteria which could be used to determine success.

3. There is a need to ensure that there is a direct link between Implementation of 10% Biodiversity Net Gain requirement and the associated progress to responding to the biodiversity emergency, along with realisation of the Council's biodiversity strategy.
4. There is a need to ensure that the long-term management of existing and new habitats is in place, through legal agreements if necessary. This could include secure the involvement of voluntary/community groups in the management of existing and new habitats, particularly in new communities as a focus for local identity.
5. In respect of the Development Management Policy (DM31) Implementation of Net Zero Carbon, there is a need to work collaboratively with partners to determine the effectiveness of this policy and measuring its contribution to the Council's response to the climate emergency. What happens if the demanding requirements cannot be met?
6. There could be measures identified for addressing the effects of inconsistent delivery on specific sites (especially on large extensions) including contingency plans such as the identification of alternative sites or bringing forward sites planned for later development.
7. Reference could be made to an aspiration that regeneration schemes that involve the loss and replacement of housing should benefit existing residents, rather than resulting in their displacement.
8. There should be monitoring of the degree of self-containment in large extensions such that residents and vulnerable groups are not disadvantaged in access to basic services such as transport provision and medical facilities. The phasing of development is of particular importance.
9. The management of site developers in respect of the commitments required in respect of sustainable design and construction and the specifics of a Construction Environmental Management Plan (CEMP) which should reflect policy requirements and industry best practice.
10. Monitoring the balance between housing and jobs provision in order to maintain a balance between in- and out-commuting to the City area, and consequently the aspiration for long-term sustainability in terms of a reasonable degree of self-containment.
11. Working with public and private sector partners to facilitate behavioural change in matters such as travel choices, attitudes to health and well-being, water use and recycling patterns. This reflects the role of Local Plan as a tool for enabling change through protection, enhancement and provision of assets across the City area and opportunities to focus the ambitions and guidance provided through partner strategies and plans such as the Essex Design Guide and associated initiatives.

## 6. CONCLUSIONS AND NEXT STEPS

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### 6.1 INTRODUCTION

- 6.1.1 This section summarises the key conclusions from the report and sets out the next steps, including details of how to comment on this report. This IIA Report has presented the findings of the assessment of the Review of the Local Plan Preferred Options Consultation Document. Specifically, the IIA has considered the Local Plan spatial priorities, housing target projection, employment target projection and preferred spatial strategy that together comprise the quantum and distribution of future development in the Chelmsford City Area.
- 6.1.2 The assessment found that the Spatial Priorities for the Local Plan are broadly compatible with the Assessment Objectives. Where possible incompatibilities or uncertainties have been identified, these can be resolved if development takes place in accordance with the proposed Local Plan Spatial Priorities. As such, an incompatibility or uncertainty is not necessarily an insurmountable issue but one that may need to be considered in the development of policies that comprise the Local Plan.
- 6.1.3 The Review of the Local Plan Preferred Options and supporting information presents the intended quantum of housing and employment development centred on:
- Vision and objectives.
  - The preferred spatial strategy and reasonable alternatives.
  - The preferred approach to growth, other settlements and reasonable alternatives.
  - Options for site allocations and policies associated with the preferred site allocations
  - A suite of strategic, special area and development management policies covering relevant issues, including health and wellbeing, climate change adaptation and mitigation, biodiversity protection and enhancement, delivery of the strategy and allocations, community needs, design and heritage and supporting the economy.
- 6.1.4 This report provides an assessment of each of these elements of the Review of the Local Plan and also considers the potential for cumulative and synergistic effects.
- 6.1.5 The Review of the Local Plan proposes how Chelmsford's identified housing and employment needs will be met. The preferred spatial strategy, in summary, entails the rolling forward of the Adopted Local Plan's development commitments, supplemented by a range of proposed housing and employment sites across the Plan area. Notably, the spatial strategy includes a proposed allocation for a large greenfield development to the east of Chelmsford.
- 6.1.6 The Local Plan Vision has been found to be compatible with the IIA objectives and includes principles such as the promotion of health and wellbeing which are supported through a range of Strategic and Development Management policies. Some uncertainties are identified, although these relate to the effects of policy implementation and the need for monitoring and review.
- 6.1.7 This report concludes that the Preferred Spatial Strategy of the Review of the Local Plan Preferred Options is anticipated to have significant positive and negative effects across a number of the IIA objectives, including:
- **Housing (Objective 2):** Realising the delivery of homes to help meet local and sub-regional needs, including affordable housing.

- **Economy (Objective 3):** The provision of employment land will support economic growth across Chelmsford, delivering deliver jobs and supporting regeneration and investment.
- **Health and Well-Being (Objective 5):** The provision of more and a wider range of services associated with population growth.
- Significant negative effects associated with **Land Use (Objective 7)** and **Landscape (Objective 14)**, reflecting the permanent loss of these resources to urban development.

- 6.1.8 The negative (and uncertain) effects identified across a range of the IIA objectives reflects the potential for development to result in adverse environmental impacts. These potential effects will require further consideration in the development of policies for the Review of the Adopted Local Plan and will require particular attention in the identification of site location, design and mitigation measures. There is the potential for new development to deliver benefits in respect of, for example, sustainable travel, health and enhancements to townscapes.
- 6.1.9 Five alternative Spatial Approaches to the preferred Spatial Strategy were assessed in the Issues and Options IIA Report. Overall, these alternative approaches are considered to perform less well than the preferred Spatial Strategy when considered against national planning policy, an analysis of the Issues and Options consultation responses, the Issues and Options IIA Report, the Local Plan Vision and Spatial Principles, Settlement Hierarchy, environmental constraints, the availability and viability of land for development and discussions with key stakeholders.
- 6.1.10 The Preferred Spatial Strategy is capable of delivering housing and employment requirements over the plan period, resulting in positive sustainability effects. There are mixed positive and negative effects in respect of biodiversity, cultural heritage, flood risk, land use and resource use, with potential uncertainty in respect of sustainable living and revitalisation, air quality and climate change Water resource use is an issue, reflecting regional local supply deficits.
- 6.1.11 The delivery of some 18,000 new homes in the period 2022-2041 will enable the City's housing needs to be met, along with opportunities to stimulate economic growth through the co-ordinated delivery of homes, jobs and infrastructure, along with opportunities for sustainable travel, health and well-being enhancements. There will be pressures on biodiversity, land use, resource use and climate change, challenging policy and site-specific proposals to employ best practice sustainable measures.
- 6.1.12 The Preferred Options Consultation Document proposes the allocation of 162,646 sqm of employment land across a range of sites, in scale, location and type. Negative (and uncertain) effects have been identified across a range of the Assessment Objectives associated with greenfield land-take, biodiversity, transport, air quality, climate change and waste and natural resources, reflecting increases in trends such as commuting, new infrastructure requirements and emissions associated with HGVs. As with housing, these potential effects will require further consideration in the development of policies for the Local Plan and will require particular attention in the identification of site location, design and mitigation measures. There is the potential for new employment uses to deliver benefits in respect of, for example, sustainable travel, health and enhancements to townscapes.
- 6.1.13 The uncertainties and negative effects recorded emphasise the importance of the monitoring of the performance of sustainability indicators to help implement mitigation

measures which would help improve the performance of all approaches, notably in respect of air quality, biodiversity, climate change and health and well-being.

- 6.1.14 The Review of the Local Plan Preferred Options seeks to mitigate negative and uncertain effects through the application of Strategic and Development Management policies, in turn guided by a Vision and Spatial Principles for the long-term growth of the City Area. Recommendations are made in relation to the content and application of policies, notable in respect of the role of monitoring and review in helping to adjust the specifics of implementation. It is acknowledged that some identified negative effects such as greenfield land take cannot be directly mitigated but reflect the need to meet the Council's obligations for housing and employment space provision. The application of demanding masterplanning and site development conditions through the proposed policies help to ensure that development is of a quality that makes a positive contribution to other aspects of the Local Plan's intentions.

## 6.2 EQUALITIES IMPACT ASSESSMENT

- 6.2.1 The EqIA analyses the likely effects of the proposed Local Plan policies specific equality groups. The results suggest that policies will help to secure development that will contribute to a range of positive effects across the topics considered in the EqIA (notably in relation to housing, service, employment and greenspace provision) and no recommendations for changes or additions to policy are identified at this stage. The results are set out in **Appendix I**.

## 6.3 HEALTH IMPACT ASSESSMENT

- 6.3.1 The HIA analyses the likely impact of the Review of the Local Plan on health matters and the results are set out in **Appendix J**. The results suggest that policies will help to secure development that will contribute to a range of positive effects across the topics considered in the HIA and no recommendations for changes or additions to policy are identified at this stage.

## 6.4 HABITATS REGULATIONS ASSESSMENT

- 6.4.1 The HRA is being undertaken as an iterative process. The topics the HRA needs to consider, and its geographical scope have been agreed with Natural England and HRA work will progress as the Local Plan develops.

## 6.5 RECOMMENDATIONS

- 6.5.1 A set of recommendations have been provided and are set out in **Section 5.12**. These are positive in intent and will be responded to as part of the consideration of this stage of the Local Plan's evolution.

## 6.6 MONITORING

- 6.6.1 It is a requirement of the SEA Regulations to establish how the significant sustainability effects of implementing the Local Plan will be monitored. However, as earlier government guidance on SEA (ODPM *et al*, 2005) notes, it is not necessary to monitor everything, or monitor an effect indefinitely. Instead, monitoring needs to be focused on significant sustainability effects. Monitoring the Local Plan for sustainability effects can help to answer questions such as:

- Were the Assessment's predictions of sustainability effects accurate?

- Is the Local Plan contributing to the achievement of desired Assessment Objectives?
- Are mitigation measures performing as well as expected?
- Are there any adverse effects? Are these within acceptable limits, or is remedial action desirable?

6.6.2 Monitoring should be focussed on:

- Significant sustainability effects that may give rise to irreversible damage, with a view to identifying trends before such damage is caused.
- Significant effects where there was uncertainty in the IIA and where monitoring would enable preventative or mitigation measures to be undertaken.
- Where there is the potential for effects to occur on sensitive environmental receptors.

## 6.7 CONSULTING ON THIS IIA REPORT

6.7.1 This IIA Report is being issued for consultation and we would welcome your views on any aspect of this IIA Report. In particular, we would like to hear your views as to whether the effects which are predicted are likely and whether there are any significant effects which have not been considered.

6.7.2 We would welcome your views on any aspect of the IIA Report. In particular, we would like to hear your views as to whether the effects which are predicted are likely and whether there are any significant effects which have not been considered.

6.7.3 Please provide your comments by 4pm on **XXXXXXX**. The Council encourages people to submit comments via its consultation portal at:  
[www.chelmsford.gov.uk/planningpolicyconsult](http://www.chelmsford.gov.uk/planningpolicyconsult)

6.7.4 Alternatively, comments can be sent to:

- By email – [planning.policy@chelmsford.gov.uk](mailto:planning.policy@chelmsford.gov.uk)
- By post – Spatial Planning Services, Chelmsford City Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE
- By hand – During normal opening hours to Chelmsford City Council Customer Service Centre, Duke Street, Chelmsford.

Please include your name, address, and where available an e-mail address.

## 6.8 NEXT STEPS

6.8.1 This IIA Report is being issued for consultation alongside the Regulation 18 Review of the Local Plan Preferred Options. The findings of the IIA Report, together with consultation responses and further evidence base work, will be used to help refine the Local Plan prior to consultation on the Regulation 19 draft Local Plan. The findings of the IIA Report, together with consultation responses on the Regulation 19 Local Plan and any further evidence base work, will be used to help refine the Local Plan prior to submission (as the Regulation 22 Local Plan) to the Secretary of State who will appoint an Inspector to carry out an independent examination. This process is dealt with by the Planning Inspectorate. The Inspector will conduct an independent examination as to whether the Local Plan is sound and meets all relevant legal requirements. The criteria for soundness are whether the Local Plan's policies are positively prepared, justified, effective and consistent with

national policy.

- 6.8.2 Following the Examination, and depending on the recommendations of the Inspector, further modifications to the Local Plan may be required. Any significant changes to the draft Local Plan may require further appraisal and consultation. Following this, the Council will seek to adopt the final Local Plan. The Council will issue a Post Adoption Statement (PAS) which will set out the results of the consultation and IIA process and the extent to which the findings of the IIA have been reflected in the Adopted Local Plan.
- 6.8.3 Once adopted, the Council will monitor its implementation and any significant social, economic and environmental effects.

## **6.9 QUALITY ASSURANCE**

- 6.9.1 This Report has been prepared in accordance with the relevant requirements of the SEA Regulations. A Quality Assurance Checklist is presented at **Appendix A**. This will be updated in later versions of this Report.

**APPENDIX A – QUALITY ASSURANCE CHECKLIST**

Quality Assurance Checklist	
<b>Objectives and Context</b>	
<ul style="list-style-type: none"> <li>The plan's purpose and objectives are made clear.</li> </ul>	Section 1.3.
<ul style="list-style-type: none"> <li>Sustainability issues, including international and EC objectives, are considered in developing objectives and targets.</li> </ul>	Key sustainability issues identified through a review of relevant plans and programmes (see Section 2) and analysis of baseline conditions (see Section 3) have informed the development of the SA Framework presented in Section 2.2.
<ul style="list-style-type: none"> <li>SEA objectives are clearly set out and linked to indicators and targets where appropriate.</li> </ul>	Section 4.2 presents the IIA objectives and guide questions.
<ul style="list-style-type: none"> <li>Links with other related plans, programmes and policies are identified and explained.</li> </ul>	A review of related plans and programmes is contained at Appendix C and summarised in Section 2 of this SA Report.
<b>Scoping</b>	
<ul style="list-style-type: none"> <li>The environmental consultation bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Environmental Report.</li> </ul>	The environmental bodies were consulted on the Scoping Report in July-September 2015.
<ul style="list-style-type: none"> <li>The assessment focuses on significant issues.</li> </ul>	Sustainability issues have been identified in the baseline analysis contained in Section 3 of this SA Report on a topic-by-topic basis. Section 3.14 summarises the key sustainability issues identified.
<ul style="list-style-type: none"> <li>Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.</li> </ul>	As set out in Section 4.4 of the Scoping Report, no difficulties were encountered during its preparation.  Difficulties encountered in undertaking the appraisal of the Local Plan are identified in Section 4.5 of this SA Report.
<ul style="list-style-type: none"> <li>Reasons are given for eliminating issues from further consideration.</li> </ul>	No issues have been knowingly eliminated from this SA Report.
<b>Baseline Information</b>	
<ul style="list-style-type: none"> <li>Relevant aspects of the current state of the environment and their likely evolution without the plan are described.</li> </ul>	Section 3 of this SA Report presents the baseline analysis of the City Area's social, economic and environmental characteristics including their likely evolution without the Local Plan.
<ul style="list-style-type: none"> <li>Characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan where practicable.</li> </ul>	Throughout Section 3 of this SA Report, reference is made to areas which may be affected by the Local Plan.  Section 3.2 and Appendix D together present a summary of the characteristics of the City Area's key settlements.
<ul style="list-style-type: none"> <li>Difficulties such as deficiencies in information or methods are explained.</li> </ul>	As set out in Section 4.4 of the Scoping Report, no difficulties were encountered during its preparation.  Difficulties encountered in undertaking the appraisal of the Local Plan are identified in Section 4.5 of this SA Report.
<b>Prediction and evaluation of likely significant effects</b>	
<ul style="list-style-type: none"> <li>Likely significant social, environmental and economic effects are identified, including those listed in the SEA Regulations (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as relevant.</li> </ul>	Section 5 summarises the appraisal of the sustainability performance of the Local Plan in terms of the Local Plan Vision and Spatial Principles, preferred development requirements and Spatial Strategy, site allocations and policies. Detailed appraisal matrices are also provided at

Quality Assurance Checklist	
	Appendix F, G, H and I that have been developed to meet the requirements of the SEA Regulations.
<ul style="list-style-type: none"> <li>Both positive and negative effects are considered, and where practicable, the duration of effects (short, medium or long-term) is addressed.</li> </ul>	Positive and negative effects are considered within the appraisal matrices and within Section 5. Potential effects are identified in the short, medium and long-term.
<ul style="list-style-type: none"> <li>Likely secondary, cumulative and synergistic effects are identified where practicable.</li> </ul>	The cumulative effects of the Local Plan are considered in Section 5.6.
<ul style="list-style-type: none"> <li>Inter-relationships between effects are considered where practicable.</li> </ul>	Inter-relationships between effects are identified in the assessment commentary, where appropriate.
<ul style="list-style-type: none"> <li>Where relevant, the prediction and evaluation of effects makes use of accepted standards, regulations, and thresholds.</li> </ul>	These are identified in the commentary, where appropriate.
<ul style="list-style-type: none"> <li>Methods used to evaluate the effects are described.</li> </ul>	These are described in Section 4 and Appendix E.
Mitigation measures	
<ul style="list-style-type: none"> <li>Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan are indicated.</li> </ul>	These are identified within the appraisal matrices.
<ul style="list-style-type: none"> <li>Issues to be taken into account in development consents are identified.</li> </ul>	These are identified within the appraisal matrices.
The SA Report	
<ul style="list-style-type: none"> <li>Is clear and concise in its layout and presentation.</li> </ul>	The SA Report is clear and concise.
<ul style="list-style-type: none"> <li>Uses simple, clear language and avoids or explains technical terms. Uses maps and other illustrations where appropriate.</li> </ul>	Maps and tables have been used to present the baseline information in Section 3 where appropriate.
<ul style="list-style-type: none"> <li>Explains the methodology used. Explains who was consulted and what methods of consultation were used.</li> </ul>	Section 4 presents the methodology used for assessment whilst consultation arrangements are discussed in Section 1.
<ul style="list-style-type: none"> <li>Identifies sources of information, including expert judgement and matters of opinion.</li> </ul>	Information is referenced throughout the SA Report.
<ul style="list-style-type: none"> <li>Contains a non-technical summary</li> </ul>	Included.
Consultation	
<ul style="list-style-type: none"> <li>The SEA is consulted on as an integral part of the plan-making process.</li> </ul>	This SA Report is being consulted upon at the same time as the Local Plan.
<ul style="list-style-type: none"> <li>The consultation bodies, other consultees and the public are consulted in ways which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and SA Report.</li> </ul>	This SA Report is being consulted upon at the same time as the Local Plan.
Decision-making and information on the decision	
<ul style="list-style-type: none"> <li>The SA Report and the opinions of those consulted are taken into account in finalising and adopting the plan.</li> </ul>	Responses received to this SA Report will inform the preparation of the Local Plan.
<ul style="list-style-type: none"> <li>An explanation is given of how they have been taken into account.</li> </ul>	This information will be provided in subsequent reports.

Quality Assurance Checklist	
<ul style="list-style-type: none"><li>Reasons are given for choices in the adopted plan, in the light of other reasonable options considered.</li></ul>	Section 5 and Appendix F set out the reasons for the selection of the Council's preferred development requirements and Spatial Strategy in light of the reasonable alternatives considered. Appendix G provides this information in respect of site allocations.

APPENDIX B – CONSULTATION RESPONSES

Scoping Report

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
1 IIA SC5	Historic England	General	<ul style="list-style-type: none"> <li>General support for the report, stating that it provides the basis for the development of an appropriate framework for assessing the significant effects which this plan might have upon the historic environment.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>HE strongly advises that the conservation and archaeological team of the authority are closely involved throughout the preparation of the SEA/SA of this Plan.</li> </ul>	Noted
		Plans and programmes	<ul style="list-style-type: none"> <li>The report should also refer to the draft South-East Marine Plan.</li> </ul>	South East Marine Plan now included in review of plans and programmes.
		Cultural Heritage	<ul style="list-style-type: none"> <li>In paragraph 3.12.2 of the report, Historic England would prefer the use of the term Designated Heritage Assets, in order to be consistent with National Planning Policy and Guidance.</li> </ul>	The wording has been changed from 'historic' to 'heritage'
			<ul style="list-style-type: none"> <li>HE welcomes the reference to non-designated heritage assets in paragraphs 3.12.4 and 3.12.4.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>General support for the assessment of potential impacts in the absence of an up-to-date Local Plan.</li> </ul>	Noted

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			<ul style="list-style-type: none"> <li>The text in paragraph 3.12.6 could be extended to refer to the wider role that landscape plays in proving the setting for all heritage assets.</li> </ul>	Test amended
		Key sustainability issues	<ul style="list-style-type: none"> <li>General support for this section and the issues set out in 3.18.</li> </ul>	Noted
		Landscape and Townscape	<ul style="list-style-type: none"> <li>General support, but suggestion for this section to link back to Cultural Heritage section.</li> </ul>	Noted – cross-reference added
		Approach to Integrated Impact Assessment	<ul style="list-style-type: none"> <li>General support for the proposed IIA Framework including objectives and associated guide questions to be used in the assessment of the Review of the Adopted Local Plan, set out in table 4.1.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>Suggestion to re-word the first bullet point to “<i>Will it help to conserve and enhance existing features of the historic built environment and their settings, including archaeological assets, both above and below ground</i>”, in order to make it clear that archaeological assets can also include unseen, below ground remains.</li> </ul>	The wording has been changed to include: 'below and above ground'
		Methodology Spatial Strategy	<ul style="list-style-type: none"> <li>Expresses the need for a Heritage Impact Assessment produced in line with HE’s Advice Note 3, in order to demonstrate that the allocation of this area is not incompatible with the requirements of the NPPF.</li> </ul>	Noted – a high level HIA will be undertaken by Chelmsford City Council as part of site- and policy-specific assessment, prior to any decision on allocation.
2	Tory Melhuish – Galleywood Parish Council	General	<ul style="list-style-type: none"> <li>General support for the context of the IIA, the main economic, social, and environmental issues, and the proposed approach of the IIA presented in the Scoping Report.</li> </ul>	Noted

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			<ul style="list-style-type: none"> <li>Notes regarding the Appendix 3 – Key Settlement Characteristics for Galleywood. One being that The Galleywood Medical Centre in Barnard Road closed in 2016, the other being that the school, Thriftwood School, Beehive Lane, is missing from the report.</li> </ul>	Profile amended
3	Suzanne Walker – Little Waltham Parish Council	General	<ul style="list-style-type: none"> <li>Suggestion that the Scoping Report should also include issues around the building of communities in relation community spirit and integration, in order for people to feel part of a community.</li> </ul>	<p>Community identity and sense of belonging are covered in Health Impact Assessment criteria (Appendix G), as follows: Standard 4: Supporting Communities</p> <ul style="list-style-type: none"> <li>Provision of community facilities</li> <li>Reducing social isolation through design</li> <li>Personal safety and crime/fear of crime</li> <li>Engagement and consultation with the local community</li> </ul> <p>Community identity and sense of belonging are also covered Health &amp; Wellbeing part of the Assessment Framework.</p>
4	Darren Parker – The Essex Badger Protection Group	General	<ul style="list-style-type: none"> <li>General objection to the context of the IIA set out in the Scoping Report.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>General support for the economic, social, and environmental issues set out in the Scoping Report.</li> </ul>	Noted

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			<ul style="list-style-type: none"> <li>General objection to the approach to the IIA and the range of economic, environmental, and social issues covered.</li> </ul>	The approach to the IIA and range of topics covered reflects industry-standard approaches which have been tested at Examination.
			<ul style="list-style-type: none"> <li>Dissatisfaction with the lack of engagement with local groups. The groups feels they are being dismissed.</li> </ul>	Noted – Chelmsford City Council to respond in detail.
5	Historic England		<ul style="list-style-type: none"> <li>The same response as Ref 1</li> </ul>	
6	Jenny Upton – Chelmer Housing Partnership		<ul style="list-style-type: none"> <li>Suggestion to include promoting skills training to deliver these new homes. Recommendation to look into promoting modern construction methods and developing people’s skills to do this.</li> </ul>	Skills development is addressed in Assessment Objective 3. Economy, Skills and Employment: To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.
			<ul style="list-style-type: none"> <li>Question on whether promoting net zero will help alleviate fuel poverty.</li> </ul>	This is a wider question to be addressed as part of further research at the County/national level.
			<ul style="list-style-type: none"> <li>Concern that it focuses too much on Chelmsford. Suggestion for report to cover empty shops and rejuvenating local villages.</li> </ul>	Settlement profiles are included within the consideration of the Chelmsford Area as a whole.
			<ul style="list-style-type: none"> <li>Suggestion to include more about fostering social cohesion and good community relations.</li> </ul>	Social cohesion is addressed in Assessment Objective 5. Health and Wellbeing: To improve the health and wellbeing of those living and working in the Chelmsford City area.
			<ul style="list-style-type: none"> <li>Suggestion to include more information about community involvement.</li> </ul>	The emerging Plan’s Strategic Priority 7 concerns “Creating well designed and attractive places, and promoting the health and social well-being of communities” and

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
				<p>the Assessment Objective 5 relates to “Health and Wellbeing: To improve the health and welling being of those living and working in the Chelmsford City area.”</p> <p>Together, these will help to focus the appraisal of policies and proposals on their contribution to promoting community involvement, in turn helping to inform the Health Impact Assessment.</p>
			<ul style="list-style-type: none"> <li>Suggestion for there to be more focus on the connection between mental-health and the built environment.</li> </ul>	See above
			<ul style="list-style-type: none"> <li>Request for clarity on how housing is on a standard that will decrease poverty and between health.</li> </ul>	Housing quality is addressed in Assessment Objective 2. Housing: To meet the housing needs of the Chelmsford City Area and deliver decent homes.
			<ul style="list-style-type: none"> <li>Statement that the report is missing some focus on whether it addresses life outcomes not just the build quality.</li> </ul>	The Local Plan establishes the context for the provision of housing and employment opportunities which in turn affect life outcomes.
			<ul style="list-style-type: none"> <li>Request for more focus on how poor housing contributes to increased poverty and poor health conditions.</li> </ul>	Whilst the connection between housing quality, poverty and health is well understood, this is the principal focus of wider Council and Government programmes. The Local Plan establishes the context for the provision of high quality housing and an environment which supports health and well-being.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
7	James Smith – DWD		<ul style="list-style-type: none"> <li>General support for the economic, social, and environmental issues that are relevant to the local plan review</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>Request to be kept informed as the plan progresses and in particular included on any discussions regarding the CGC</li> </ul>	Noted
8	Amanda Parrott – Castle Point Borough Council	Baseline Analysis	<ul style="list-style-type: none"> <li>Concern that there was not consideration made in the baseline for the affordability of homes in Chelmsford City, or the implications of unmet housing needs. Suggestion for Chelmsford City Council to review the Baseline Analysis in the IIA.</li> </ul>	Affordable housing issues now addressed in the baseline.
9	Natural England	Plans and programmes	<ul style="list-style-type: none"> <li>Two additional strategic guidance documents could be added: The Clean Air Strategy 2019 (Defra) and the Essex Green Infrastructure Strategy 2020.</li> </ul>	Now included in review of plans and programmes.
			<ul style="list-style-type: none"> <li>Suggestion to interrogate the Air Pollution Information System (APIS) for information on pollutants and their impacts for habitats and species at protected sites.</li> </ul>	This is a valuable but highly specific tool for individual habitats and forms of pollutant. Will be invaluable as part of the HRA and site-specific evaluation of likely effects.
		Biodiversity and Green Infrastructure	<ul style="list-style-type: none"> <li>The report should explicitly state the importance of the Habitat Regulations Assessment in addressing the potential impact of development upon designated sites that are beyond the City Council administrative area</li> </ul>	The role of HRA is cited at page ii and pp.6/7 of the Scoping Report.
			<ul style="list-style-type: none"> <li>Suggestion to amend the first guide question by adding “both within and beyond the local authority area?”</li> </ul>	The question has been amended to fit the proposed wording.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
		Land-use, Geology and Soils	<ul style="list-style-type: none"> <li>The map in Figure 3.14 does not show how much of the land would fall within Grade 1,2 and 3a. Recommends adding this information to the map.</li> </ul>	The ALC map is a reasonable representation for this scale of analysis at this stage.
			<ul style="list-style-type: none"> <li>Suggestion to amend the proposed guide question to “Will it avoid the loss of best and most versatile agricultural land?”</li> </ul>	The question has been amended to fit the proposed wording.
		Air Quality	<ul style="list-style-type: none"> <li>The chapter does not address the potential impacts of poor or declining air quality upon the natural environment</li> </ul>	<p>The following action is identified: To progress actions set out in the Climate and Ecological Emergency Action Plan.</p> <p>Paragraph added on the effects of poor air quality on the natural environment.</p>
			<ul style="list-style-type: none"> <li>Suggestion to – add a guide question “Will it affect air quality at designated sites that are sensitive to air pollution?”</li> </ul>	The proposed guide question has been added.
		Landscape and Townscape	<ul style="list-style-type: none"> <li>The Scoping Report should identify tranquil areas and explore whether they are at risk.</li> </ul>	Tranquil areas mapping was produced by the CPRE in 2006 and therefore cannot be relied upon as an objective source of information that might guide local plan production at this stage. However, the concept is helpful in assessing development effects (see response below).
			<ul style="list-style-type: none"> <li>Suggestion to add a guide question “Will it protect tranquil landscapes and areas?”</li> </ul>	Guide question added
10	Essex County Council	Introduction	<ul style="list-style-type: none"> <li>ECC recommend the use of consistent data to that being used for the Sustainable Accessibility Assessment is incorporated into the IIA process.</li> </ul>	Results from the sustainable accessibility assessment are incorporated into the assessment.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
		Health Impact Assessment	<ul style="list-style-type: none"> <li>General support for the incorporation of a HIA as a key component of the IIA.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>ECC would seek that the new Local Plan incorporates a specific policy requiring the need for appropriate developments to undertake a HIA.</li> </ul>	Noted – the emerging Review of the Adopted Local Plan cites the potential for a policy requirement relating to HIA and larger developments.
		Scope and Content of the Review of the Adopted Local Plan	<ul style="list-style-type: none"> <li>Welcomes reference to the ‘Review’ addressing updated or new local strategic priorities and the need to accommodate additional development growth requirements.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>ECC recommend paragraph 1.4.5 also makes reference to the provision of necessary infrastructure to accommodate and/or mitigate the impact of growth. It should read <i>“accommodate additional development growth requirements, including necessary infrastructure”</i> (Proposed on page 3 of ECC response)</li> </ul>	The wording has been changed to include: ‘including necessary infrastructure’
			<ul style="list-style-type: none"> <li>Suggestion the ECC has help with the review by undertaking a number of different assessments (See page 3 ECC response).</li> </ul>	Noted
		Plans and Programmes	<ul style="list-style-type: none"> <li>A large number of different policy documents have been suggested in ECC’s Appendix A, for consideration in the review.</li> </ul>	Noted

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
		Key Messages	<ul style="list-style-type: none"> <li>After the review of the additional plans in ECC's Appendix A, any 'key messages' arising should be included within Table 2.2, as appropriate.</li> </ul>	Amended
			<ul style="list-style-type: none"> <li>Appendix B primarily refers to those adopted neighbouring Local Plans which presently provide the planning policy guidance for that district. However, ECC consider that those neighbouring Local Plans that are being prepared and have significantly progressed through the planning process should be identified, as they are likely to be adopted within the review timetable, namely Braintree and Epping Forest Local Plans.</li> </ul>	Local Plan references updated where appropriate:  Basildon has been withdrawn (11/03/22) for example.
			<ul style="list-style-type: none"> <li>It should be noted that Uttlesford District Council is preparing a new Local Plan and not a review as referenced on B89.</li> </ul>	Reference amended
			<ul style="list-style-type: none"> <li>ECC recommends that Basildon, Brentwood, Maldon, Rochford and Uttlesford Local Plans are also referenced as either a review of the existing Plan or a new plan is being prepared.</li> </ul>	References updated where appropriate
		Population and Community	<ul style="list-style-type: none"> <li>ECC would encourage CCC to fully meet its own housing needs within its administrative boundary, as indicated in bullet 4. If this is not the case or a request is received from a neighbouring district to accommodate their unmet housing need, as per bullet 5, and or Gypsy and Traveller need, as per bullet 6, then ECC would expect the process outlined in the EPOA Guidance Note Mechanism for the Consideration of Unmet Housing Need (2017) and the Mechanism for the consideration of</li> </ul>	The wording has been changed to match ECC's proposed wording.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			Unmet Gypsy and Traveller Need (2018) to be implemented.	
			<ul style="list-style-type: none"> <li>ECC recommend reference to ‘objectively assessed housing needs’ in Key Sustainability Issue 2 is replaced with reference to the ‘standard method’, as required in Planning Practice Guidance. It should read: <i>“The need to enable housing growth, using the standard method to identify the minimum number of homes to be planned for and planning for a mix of accommodation to suit all household types.”</i> (Page 10 of ECC response)</li> </ul>	The wording has been changed to match ECC’s proposed wording.
			<ul style="list-style-type: none"> <li>ECC, with responsibilities for Adult Social Care, supports the reference to the need to deliver independent living housing in Key Sustainability Issue 4, but consider this should also make reference to the provision of housing for people with disabilities. It should read: <i>“The need to support the delivery of independent living housing for older people and people with disabilities”</i> (Page 11 of ECC response)</li> </ul>	Added
			<ul style="list-style-type: none"> <li>ECC notes there is no reference to the considerable benefits of new build general needs housing having to be constructed to high standards of accessibility and adaptability.</li> </ul>	High standards of accessibility and adaptability are part of the provision of high quality housing, in turn controlled by development management policies and national standards
			<ul style="list-style-type: none"> <li>ECC support a number of sustainability issues identified on page 50, however, However, ECC considers the Local Plan will also need to consider aspects of recovery from the economic impacts of COVID and the move towards net zero carbon emissions by 2030, as recommended in the Essex Climate Action</li> </ul>	The recommendations of the Essex Climate Action Commissioner’s (ECAC) Report 2021 Net Zero – Making Essex Carbon Neutral are summarised and noted, although they remain as recommendations and not policy.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			Commissioner's (ECAC) Report 2021 Net Zero – Making Essex Carbon Neutral.	
			<ul style="list-style-type: none"> <li>In addition to the issues identified on page 50, the issues listed in ECC' consultation response (on pages 11-12) need to be considered.</li> </ul>	Considered throughout
			<ul style="list-style-type: none"> <li>Support for Key Sustainability Issue 13 which seeks to maintain and raise educational attainment and skills in the local labour force.</li> </ul>	Noted
		Material Assets (Table 2.2)	<ul style="list-style-type: none"> <li>Reference should be made to the need to avoid and sustainably manage construction waste in bullet point 3</li> </ul>	A new key objective has been added to Table 2.2, matching ECC's recommendation.
			<ul style="list-style-type: none"> <li>ECC recommend an additional key message from Policy 4 of the Minerals Plan 2014 is added to read: <i><u>"Promote the maximum recovery of minerals from construction, demolition and excavation wastes by segregating, reusing and recycling minerals generated as a result of development/ redevelopment."</u></i> (Page 5 of ECC response)</li> </ul>	Now included in Table 2.2 under Material Assets.
		Biodiversity and Green Infrastructure	<ul style="list-style-type: none"> <li>ECC recommend paragraph 3.3.19 should refer to the Essex Green Infrastructure Strategy (2020) and Essex Green Infrastructure Standards as ongoing initiatives, along with the establishing of a Local Nature Partnership (LNP) covering Greater Essex along with a Local Nature Recovery Strategy, which are being led by ECC</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>ECC supports the reference to encouraging multiple uses of green infrastructure in Issue 4 and to enhance the GI network.</li> </ul>	Noted

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			<ul style="list-style-type: none"> <li>The ECC 10 year plan has been updated – The info in paras 3.4.36, 3.4.27 and table 3.10 should be amended accordingly</li> </ul>	Wording has been amended to fit ECC's proposed wording.
			<ul style="list-style-type: none"> <li>The footnote 69 should be deleted as the Essex School Organisation Plan has been superseded by the '10 Year Plan'</li> </ul>	Wording has been amended to fit ECC's proposed wording
			<ul style="list-style-type: none"> <li>ECC support Sustainable Issues (SI) 1, but consider it should be more consistent with NPPF para 174 d) where possible. It should read "<i>The need to conserve and enhance biodiversity through providing net gains in biodiversity where possible including sites designated for their nature conservation value.</i>" (Page 9 of ECC response)</li> </ul>	Amended
			<ul style="list-style-type: none"> <li>IIA Objective 1 and Guide question 6 should make reference to the green infrastructure being 'multifunctional' in Key Sustainability Issue 4. It should read: "<i>The need to enhance the multifunctional green infrastructure network, addressing deficiencies and gaps, improving accessibility and encouraging multiple uses where appropriate.</i>" (Page 10 of ECC response)</li> </ul>	Objective 1, Guide Question 6, and Sustainability Issue 4 all now make reference to 'multifunctional' green infrastructure.
			<ul style="list-style-type: none"> <li>In Key Sustainable Issues 4, reference should be made to the Essex Count Disturbance Avoidance and Mitigation Strategy (Essex RAMS).</li> </ul>	Objective 1, Guide Question 6, and Sustainability Issue 4 all now make reference to 'multifunctional' green infrastructure.
			<ul style="list-style-type: none"> <li>ECC advise that consideration of 'off-site' measures (i.e. in and around the relevant European designated site(s)) is also required as</li> </ul>	Noted – considered within the HRA

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			part of the mitigation package for predicted recreational disturbance impacts in these cases.	
		Transport and Accessibility	<ul style="list-style-type: none"> <li>Paragraph 3.6.4 should also reference the role that the new Beaulieu Park Rail Station will have in the 'Chelmsford future transport network – strategic zonal focus'. It should read: <i>“This will be a key element of the City’s planning strategy for the area, and will help to remove traffic from the outskirts of the city as part of the ‘Chelmsford future transport network – strategic zonal focus’.”</i> (Page 6 of ECC response</li> </ul>	The wording of para 3.6.4 has been amended to fit ECC’s recommended wording.
			<ul style="list-style-type: none"> <li>Paragraph 3.6.17 refers to the 'Chelmsford future transport network – strategic zonal focus'. For completeness, ECC recommend the outer zone should also make reference to utilising the existing and future park and rides.</li> </ul>	Reference added.
			<ul style="list-style-type: none"> <li>Paragraph 3.6.18 should make reference that the Chelmsford North East Bypass (CNEB)</li> </ul>	Reference included
			<ul style="list-style-type: none"> <li>ECC recommend reference is also made to the Army and Navy Sustainable Transport Package, as this is a key gateway into the city centre, an existing pinch point on the network and is designated an Air Quality Management Area (AQMA).</li> </ul>	Reference added
			<ul style="list-style-type: none"> <li>To demonstrate the 'pinch points' inferred in para 3.6.15 there should also be reference to the A12 Chelmsford to A120 widening scheme.</li> </ul>	This proposal has not yet been submitted to the Planning Inspectorate.
			<ul style="list-style-type: none"> <li>ECC support Key Sustainability Issue 1 in terms of the need for timely investment in infrastructure but recommend this may be</li> </ul>	The wording of Key Sustainability Issue 1 has been amended to include ECC’s recommended text.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			through developer funded works or contributions, e.g. S278 or S106 agreements. However, it should read: <i>“The need to ensure timely investment in transport infrastructure and services through securing developer funded works or contributions and other sources of funding.”</i> (Page 14 of ECC response)	
			<ul style="list-style-type: none"> <li>ECC consider Key Sustainability Issue 5 should refer to the ‘expansion’ of park and ride sites given the decision, as part of the Army and Navy Sustainable Transport Package scheme to expand Sandon and Chelmer Valley park and ride sites instead of a new site in Widford. It should read: <i>“The need to encourage alternative modes of transport to the car, including the expansion of park and ride sites.”</i> (Page 14 of ECC response)</li> </ul>	The wording of Key Sustainability Issue 5 has been amended to include ECC’s recommended text.
			<ul style="list-style-type: none"> <li>ECC supports the encouragement of the use of public transport and key interchanges of different modes, as highlighted in Key Sustainability Issue 9.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>ECC supports Key Sustainability Issue 8 to encourage walking and cycling, as part of active travel.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>ECC supports Key Sustainability Issue 11 in that there is a need to address congestion in and around the City Centre.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>ECC supports Key Sustainability Issue 12, which identifies the need for more innovative ways to tackle behavioural change regarding the take up of sustainable modes rather than</li> </ul>	Noted

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			the present approach by simply monitoring travel patterns.	
		Water	<ul style="list-style-type: none"> <li>ECC recommend consideration is also given to the strategic water supply issues, as identified in the recent consultation on the Water Resources Draft Regional Plan (January – February 2022) by Water Resources East (WRE)</li> </ul>	Noted – details now included
			<ul style="list-style-type: none"> <li>ECC seeks to work with CCC to ensure any water policy in the local plans sets out a clear framework for seeking to reduce water use and primate water re-use.</li> </ul>	Noted
		Climate Change	<ul style="list-style-type: none"> <li>ECC is keen to work with CCC to secure the highest standards required to address climate change and net zero development and to embed these standards within policies in the emerging local plan</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>ECC supports Key Sustainability Issue 1 whereby new development is adaptable to the effects of climate change.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>ECC supports Key Sustainability Issue 2 to increase woodland and tree cover to help mitigate and adapt to climate change.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>ECC supports Key Sustainability Issue 3 in relation to the need to increase renewable energy provision.</li> </ul>	<p>The wording of Key Sustainability Issue 3 has been amended to include ECC’s recommended text.</p> <p>The wording of Guide Question 3 has been amended to include ECC’s recommended text</p>

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			<ul style="list-style-type: none"> <li>ECC notes that Key Sustainability Criteria 3 (page 103) only refers to mitigating the impact of climate change through the provision of 'increased renewable energy provision'.</li> </ul>	Wording amended, referencing maximising renewable energy provision
			<ul style="list-style-type: none"> <li>In relation to Guide Question 4 in IIA Objective 2 – Housing, ECC recommends more emphasis is placed on the wider provision of energy efficiency in not simply new homes.</li> </ul>	Guide question is considered to be appropriately phrased.
			<ul style="list-style-type: none"> <li>In relation to paras 3.10.9 and 3.10.10, ECC would seek more reference in the IIA for new development to be required to achieve net zero carbon by 2050 or sooner in accordance with the recommendations of the ECAC and subsequent work programmes.</li> </ul>	The recommendations of the Essex Climate Action Commissioner's (ECAC) Report 2021 Net Zero – Making Essex Carbon Neutral are summarised and noted, although they remain as recommendations and not policy.
			<ul style="list-style-type: none"> <li>Suggested amendments to Key Sustainability Issue 3. It should read: <i>"The need to mitigate climate change including through <u>maximising renewable energy provision at site and district level.</u>"</i> (Page 16 of ECC response)</li> </ul>	Wording amended
			<ul style="list-style-type: none"> <li>Suggested amendments to Guide Question 3 (Page 16 of ECC's response). It should read: <i>"Will it <u>maximise the delivery of renewable and low carbon energy generation at site level and district level</u> and reduce dependency on non-renewable sources?"</i> (Page 16 of ECC response)</li> </ul>	Wording amended
			<ul style="list-style-type: none"> <li>Suggested addition of a Guide Question (Page 16 of ECC's response) It should read: <i>"Will it <u>deliver homes and other buildings of high energy efficiency standards which contribute to</u></i></li> </ul>	An additional guide question has been added, matching ECC's proposed wording.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			<i>the City's zero carbon targets?"</i> (Page 16 of ECC response)	
			<ul style="list-style-type: none"> <li>The LLA and Review will need to consider that direct and cumulative impact of NSIPs relevant to the plan area including: Longfield Solar Farm, East Anglia GREEN, Bradwell B New Nuclear, and A12 Chelmsford to A120 widening scheme – Highways England.</li> </ul>	Noted
		Material Assets	<ul style="list-style-type: none"> <li>ECC would support a Site Waste Management Plan being prepared for sites to be allocated in the new Local Plan incorporated within a Waste Management Strategy.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>A Minerals Supply Audit should be submitted as part of the documents to be included in any ES.</li> </ul>	Comment relevant to proposals for development
			<ul style="list-style-type: none"> <li>ECC recommends reference is also made to the Essex Minerals Local Plan (MLP) Review within para 3.11.14</li> </ul>	Reference made
			<ul style="list-style-type: none"> <li>ECC supports the Key Sustainability Issue 1 – 5 identified on page 97, subject to amendments</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>ECC recommend an additional sentence be added to paragraph 3.11.14 to acknowledge that a 'Call for Sites' has commenced which will supplement existing allocations in the MLP. (Suggested text on page 18 of ECC's response)</li> </ul>	To be addressed in later iterations of the Review of the Adopted Local Plan and accompanying IIA
		Health and Wellbeing	<ul style="list-style-type: none"> <li>Support for Key Sustainability Issue 2.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>ECC consider that CCC should also consider the impact of the proliferation of hot-food takeaways, including around schools if</li> </ul>	Key Sustainability Issue 2 has been amended to include ECC's suggested text.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			evidenced, in order to address obesity issues. Key Sustainability Issue 2 should read: <i>“The need to promote healthy lifestyles and in particular reduce obesity and increase levels of physical activity and reduce the proliferation of fast food outlets in specific locations.”</i> (Page 13 of ECC response)	
		Cultural Heritage	<ul style="list-style-type: none"> <li>ECC supports the need to avoid harm to designated heritage assets in Key Sustainability Issue 2. However, to be consistent with NPPF, paragraph 194 reference should also be made to the contribution made by their setting. It should read: <i>“The need to avoid harm to designated heritage assets and the contribution made by their setting.”</i> (Page 18 of ECC response)</li> </ul>	Key Sustainability Issue 2 has been amended to fit ECC’s suggestion.
			<ul style="list-style-type: none"> <li>ECC welcomes reference to non-designated heritage assets in Key Sustainability Issue 3. However, should be amended to state: <i>“The need to recognise the value of non-designated heritage assets and protect where appropriate enhance these where possible. Such sites should be retained in situ, where possible or subject to an appropriate programme of investigation, recording and reporting prior to development commencing”.</i> (Page 19 of ECC response)</li> </ul>	Key Sustainability Issue 3 has been amended to included ECC’s suggested text.
			<ul style="list-style-type: none"> <li>ECC recommend paragraph 3.12.1 is amended to reflect the correct number of designated monuments. (See page 19 of ECC’s Response)</li> </ul>	Para 3.12.1 has been amended to display the correct figures.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
		Landscape and Townscape	<ul style="list-style-type: none"> <li>Notes that para 3.13.2 does not reference to the Landscape Character Areas which are identified at the 1:25,000 scale.</li> </ul>	Noted, although finer grained data will be used in the assessment of development proposals.
			<ul style="list-style-type: none"> <li>ECC recommend reference is made to the requirement for street trees to be included within new developments in accordance with NPPF, paragraph 131.</li> </ul>	This is a detailed policy matter to be addressed as part of the implementation of good design. Reference is made in para 3.3.13 as part of Green Infrastructure.
		Proposed IIA Framework – IIA Objective 1 – Biodiversity and Geodiversity	<ul style="list-style-type: none"> <li>However, reference should be made to the green infrastructure being ‘multifunctional’ within IIA Objective 1 and Guide Question 6. All other references to green infrastructure in the Scoping Report should be reviewed and referenced as to their multifunctionality, as appropriate (eg Table 2.2, page 24, bullet 2 - Identify opportunities for green infrastructure provision; page 26, bullet 7). (Suggested wording on page 20 of ECC response)</li> </ul>	Qualifying term added throughout
			<ul style="list-style-type: none"> <li>Consideration should be given to the use of the Essex Green Infrastructure Strategy (2020) and Essex Green Infrastructure Standards in securing multifunctional green infrastructure.</li> </ul>	Documents has been reviewed and will be considered as part of policy development.
			<ul style="list-style-type: none"> <li>ECC recommend Guiding Question 8 should be clarified to refer to biodiversity net gain being required to be provided across the whole of the administrative area, and not just the City urban area. (i.e. remove ‘across the city’ from the question – page 20 of ECC response)</li> </ul>	Guide Question 8 has been amended and the phrase ‘across the city’ has been removed.
		Proposed IIA Framework – IIA Objective 2 - Housing	<ul style="list-style-type: none"> <li>ECC recommend an additional ‘Guide Question’ is added to provide consistency with Objective 5, Guide Question 5 which relates to meeting</li> </ul>	A new Guide Question has been added, matching ECC’s proposed wording.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			the needs of an ageing population and support those with disabilities. It should state: <i>“Will it deliver independent living housing for older people and people with disabilities.”</i> (Proposed wording on page 20 of ECC response)	
		Proposed IIA Framework – IIA Objective 4 – Sustainable Living and Revitalisation	<ul style="list-style-type: none"> <li>Support for Guiding Question 7. Regarding new schools ECC points in the direction of Department for Education’s Guidance ‘Securing Developer Contributions Guidance Update (2019).</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>However, Guide Question 8 should also make reference to ‘early years and childcare’ for clarity. ECC recommend reference should also be made to access to schools being provided via safe and direct walking and cycling routes. It should read: <i>“Will it increase access to <u>schools via safe and direct walking and cycling routes, early years and childcare and colleges?</u>”</i> (Page 20 of ECC response)</li> </ul>	Guide Question 8 has been amended to include ECC’s recommended text.
		Proposed IIA Framework – IIA Objective 9 – Flood Risk and Coastal Erosion	<ul style="list-style-type: none"> <li>ECC recommend Guiding Question 5 is amended to refer to the opportunities for SuDS measures to be multifunctional in terms of biodiversity enhancement, aesthetic and amenity value and forming part of public open spaces. It should read: <i>“Will it deliver <u>multifunctional sustainable urban drainage systems (SUDs) where possible</u> and promote investment in flood defences that reduce vulnerability to flooding?”</i> (Page 21 of ECC response)</li> </ul>	Guide Question 5 has been amended to include ECC’s recommended text.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
		Proposed IIA Framework – IIA Objective 12 – Waste and Natural Resources	<ul style="list-style-type: none"> <li>ECC, as Minerals and Waste Authority, recommend that `Guide Question 5` is amended to read: "<i>Will it result in development within a Minerals Safeguarding Area</i>" (Propose on page 21 of ECC response)</li> </ul>	Guide Question 5 has been amended to include ECC's recommended text.
			<ul style="list-style-type: none"> <li>In relation to NPPF para 212, ECC considers this requirement relates to any development rather than simply inappropriate development. ECC acknowledges that location within an MSAs is not an absolute barrier to future development. However, any development proposals or site selection process should consider the environmental feasibility and practicality of prior extraction to avoid the unnecessary sterilisation of mineral resources. It is necessary that this process also considers not simply the extent of the development site but also the land around the site in order that its allocation/development does not constrain any potential future use for mineral extraction.</li> </ul>	Noted – included within detained Development Management policies.
		Appendix E – Site Assessment Criteria – IIA Objective 1 – Biodiversity and Geodiversity	<ul style="list-style-type: none"> <li>ECC recommends that Key Sustainability Issue 1 is strengthened to be consistent with NPPF, paragraph 174 d) and refer to `net gains for biodiversity` where possible.</li> </ul>	Reference to net gains for biodiversity added.
		Appendix E – Site Assessment Criteria – IIA Objective 4 – Sustainable Living and Revitalisation	<ul style="list-style-type: none"> <li>ECC recommends primary and secondary schools should be separated out from the other key services including GP surgeries, Pharmacies, supermarkets and proximity to town centres. A specific criteria should be included for primary and secondary education, as recommended in the Essex Design Guide, whereby any residential area should be no further than 600 metres walking distance from a</li> </ul>	Noted – school-specific distance criteria added to Objective 4.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			primary school and 1500 metres for secondary school. Also gives direction towards ECC's Developers' Guide to Infrastructure Contributions (Section 5.3) and Garden Communities and Planning School Places Guide (Section 3).	
		Appendix E – Site Assessment Criteria – IIA Objective 6 – Transport	<ul style="list-style-type: none"> <li>ECC welcomes the assessment criteria reference to the impact on the highway network but consider this should clarify the impact is upon the capacity and safety of the highway network consistent with NPPF, paragraph 110 d). This is also consistent with ECC Development Management Policy DM1 - General Policy, whereby the Highway Authority will protect the highway network for the safe and efficient movement of people and goods by all modes of travel. It should read: <i>“Impact on highway network in terms of capacity and safety.”</i> (Proposed on page 22 of ECC response)</li> </ul>	The wording in Appendix E has been amended to fit ECC's recommended wording.
		Appendix E – Site Assessment Criteria – IIA Objective 10 – Air	<ul style="list-style-type: none"> <li>Key Sustainability Issue 2 makes reference to the need to improve air quality, particularly in the Army &amp; Navy and the Maldon Road, Danbury AQMAs. ECC recommend the assessment criteria is amended to refer to both the AQMAs in the City area. It should read: <i>“Proximity to Army and Navy and Maldon Road, Danbury Air Quality Management Areas (AQMA)”</i> (Proposed on page 22 of ECC response)</li> </ul>	The wording in Appendix E has been amended to fit ECC's recommended wording.
		Appendix E – Site Assessment Criteria – IIA Objective 12 – Waste and Natural Resources	<ul style="list-style-type: none"> <li>ECC recommend the 'Assessment Criteria' covers not simply MSAs but also Mineral Consultation Areas and Waste Consultation Areas, as required by Policy S8 – Safeguarding</li> </ul>	The wording in Appendix E has been amended to fit ECC's recommended wording.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			<p>mineral resources and mineral reserves (MLP) and Policy S2 – Safeguarding Waste Management Sites and Infrastructure (WLP). It should read: <i>“Development in Minerals Safeguarding Areas; Mineral Consultation Areas and Waste Consultation Areas”</i> (Proposed on page 22 of ECC response)</p>	
		Appendix E – Site Assessment Criteria – IIA Objective 13 – Cultural Heritage	<ul style="list-style-type: none"> <li>ECC notes that the Assessment Criteria and Threshold relate to the effects on designated heritage assets with no reference to non-designated heritage assets. However, Appendix F - Indicative IIA Monitoring Criteria makes reference to possible indicators regarding the number of developments permitted affecting designated and non-designated heritage assets. ECC recommend the assessment criteria is amended to that below and the thresholds accordingly. It should read: <i>“Effects on designated and non-designated heritage assets”</i></li> </ul>	The wording in Appendix E has been amended to fit ECC’s recommended wording.
11	Pigeon (Sandon) Ltd – prepared by Savills	Table 2.2 – Key Objectives and policies	<ul style="list-style-type: none"> <li>Table 2.2 – Neither the NPPF, nor the Essex Transport Strategy support the proposed objective of reducing road freight movements.</li> </ul>	Noted – reference removed.
			<ul style="list-style-type: none"> <li>Suggestion to create an alternative objective that seeks to ‘promote sustainable freight movements’.</li> </ul>	Included.
		Objective 3 – Economy Skills and Employment	<ul style="list-style-type: none"> <li>Support for the objective, but suggestion for the IIA to expressly recognise that importance of the employment and logistics sector in supporting the local economy, and its likely increasing importance in the post-pandemic era.</li> </ul>	Noted – however, inclusion would introduce an inappropriate degree of specificity at this stage.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
		Objective 6 – Transport	<ul style="list-style-type: none"> <li>Support for the promotion of sustainable modes of transport in the IIA objectives.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>Support for the inclusion of reducing the need to travel, however the IIA should avoid an overly simplistic approach to considering proposals against this objective.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>Object to objective 6 guide question: “Will it reduce the level of freight movement by road?” stating it is problematic, as freight movement by road should not be seen as being inherently contrary to sustainable development.</li> </ul>	Amended to: Promote sustainable freight movement.
		General	<ul style="list-style-type: none"> <li>Concern that the IIA could result in a somewhat simplistic assessment options.</li> </ul>	Comment noted – a proportionate analysis is required.
			<ul style="list-style-type: none"> <li>Suggestion to amend IIA objectives a guide question to ensure future decision-makers recognise the importance of appropriately-located logistics development to both the local economy; and to ensuring an overall reduction in the need to travel / ensuring goods are moved sustainably.</li> </ul>	Disagree – this would introduce an inappropriate degree of specificity at this stage.
12	Vistry Group – produced by Carter Jonas	Green Belt	<ul style="list-style-type: none"> <li>Stressed the importance of undertaking a Green Belt review as part of the new Local Plan review.</li> </ul>	This issue is not for the IIA to determine.
13	BDP on behalf of Grosvenor and Hammonds Estate	Housing Affordability	<ul style="list-style-type: none"> <li>The Housing Baseline between paras 3.4.12 and 3.4.14 could provide a more detailed explanation of the of the Council’s affordability needs or supply, which are outlined in the Council’s recently published Housing Strategy.</li> </ul>	Noted – section expanded accordingly

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			<ul style="list-style-type: none"> <li>Suggestion for the IIA baseline to provide further evidence and explanation of the issues surrounding affordability.</li> </ul>	Noted – section expanded accordingly
		Support and Open Space	<ul style="list-style-type: none"> <li>Recommendation for baseline to more thoroughly analyse local supply and demand for particular types of open space and acknowledge the integral links between natural environments and improved health, social and cognitive development.</li> </ul>	Open space section expanded accordingly including reference to the GI Strategic Plan.
		General	<ul style="list-style-type: none"> <li>Support for main economic, social, and environmental issues identified in the scoping report.</li> </ul>	Noted
		Approach to Integrated Impact Assessment	<ul style="list-style-type: none"> <li>General support for approach to IIA.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>Support for contents of table 2.2, particularly the objective relating to Population and Community.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>Strong support for the emphasis placed on Sustainable Living and Revitalisation.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>Strong support for the council's commitment to developing a Spatial Strategy.</li> </ul>	Noted
		Net Zero (Approach to IIA)	<ul style="list-style-type: none"> <li>Suggestion for Council to elaborate on their net zero ambitions as part of a future sustainable urban Chelmsford.</li> </ul>	<p>Paras 3.10.10 and 3.10.11 set out the Council's pathway to net zero. These include measures which are reflected throughout the Appraisal Framework, including:</p> <ul style="list-style-type: none"> <li>Measures to reduce DM7 and NO2 emissions</li> </ul>

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
				<ul style="list-style-type: none"> <li>• The promotion of sustainable travel through infrastructure investment and behavioural change</li> <li>• Reductions in waste generation and promoting re-use and recycling of waste</li> <li>• lowering energy consumption, efficient use of water resources, reducing pollution and improving air quality</li> <li>• significantly increase the amount of woodland and the proportion of tree cover</li> <li>• measures to improve the ‘green infrastructure’ of Chelmsford, protecting and expanding natural habitats and increasing biodiversity</li> <li>• Improving the environmental quality, attractiveness and recreational potential of public spaces, rivers and waterways in the City Centre and surrounding areas</li> </ul>
			<ul style="list-style-type: none"> <li>• Suggestion that ‘creating pathways to net zero’ should be added as key issue under the topic of Net Zero.</li> </ul>	Policy to be developed which will consider this matter.
			<ul style="list-style-type: none"> <li>• Suggestion that the opportunities to address the climate crisis should be strongly reflected in the IIA framework.</li> </ul>	CCC declaration of a climate crisis is noted and numerous references included in the Assessment Framework, including key issues.
		Transport Infrastructure (Approach to IIA)	<ul style="list-style-type: none"> <li>• Appendix E – concern that criteria 6 ‘Transport Infrastructure Investment’ does not clearly</li> </ul>	Current criterion: <i>Development would support investment in transportation infrastructure and/or services</i>

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			distinguish between investment in highways upgrades and active travel infrastructure.	is considered appropriate given the diversity of investment which could be possible.
			<ul style="list-style-type: none"> <li>Recommendation to alter the wording of the threshold to make specific reference to active or sustainable travel infrastructure.</li> </ul>	Current reference to transport considered to be appropriate given the scope of the topic.
		Employment	<ul style="list-style-type: none"> <li>Suggestion that the need for long term upskilling, training and support for growing businesses is also recognised in the Site Assessment Criteria.</li> </ul>	Included in guidance criteria under 3. Economy, Skills and Employment (Appendix D)
		Design Quality	<ul style="list-style-type: none"> <li>Support for the emphasis of the importance of health and wellbeing in the accreditation in appendix E</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>Livewell Accreditation should be referenced in the IIA Framework, either within the Appendix D Definitions of Significance, or the Appendix E Site Assessment Criteria.</li> </ul>	Included in Appendix D
		Public Realm and Inclusive Design	<ul style="list-style-type: none"> <li>Recommend more clarification is provided on the meaning behind the phrase 'different groups within the society are taken into consideration'.</li> </ul>	Definite article 'the' removed
			<ul style="list-style-type: none"> <li>Concern about phrase: 'different groups within the society are taken into consideration'. The IIA should seek to provide more clarity on what this means in different place-making contexts.</li> </ul>	Summary point is appropriate to this context i.e. Appendix D Illustrative Guidance, in turn supported by reference to Livewell Guidance.
			<ul style="list-style-type: none"> <li>The Council should further develop the IIA Framework to ensure clarity is provided on the definitions of success for truly inclusive spaces.</li> </ul>	Noted – various indicators are provided which are considered appropriate and reflect EqIA measures, for example.

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
		Housing	<ul style="list-style-type: none"> <li>Housing affordability and the ability of local people to access a suitable home should be a key focus in the new local plan, however this is not adequately reflected in the Appendix E Site Assessment Criteria.</li> </ul>	Criteria amended to include affordable housing.
			<ul style="list-style-type: none"> <li>Recommendation that the Site Assessment Criteria is expanded beyond the single criteria of 'net new dwellings' to include additional criteria that better reflects a site's potential contribution to the local housing market.</li> </ul>	The provision of a proportion of affordable housing is a long-standing policy requirement for the provision of new dwellings above a specific threshold.
14	Environment Agency	Flood Risk	<ul style="list-style-type: none"> <li>Concern that the Strategic Flood Risk Assessment is outdated. The SFRA mentioned in paragraph 3.16 is out of date for tidal, and fluvial and pluvial climate change.</li> </ul>	This evidence document will be updated as appropriate and reflected in future IIA Reports.
			<ul style="list-style-type: none"> <li>Concern that the Climate Change section is outdated. (Links to more up-to-date information is included in EA's response)</li> </ul>	Climate change section updated accordingly.
			<ul style="list-style-type: none"> <li>The policies relating to Flood Alleviation scheme need reviewing. EA advise that a Local Plan policy based upon the alleviation scheme being built should be produced, as well as a policy for pre-alleviation scheme, in case the scheme does not go ahead.</li> </ul>	Noted – policies to be updated as appropriate.
			<ul style="list-style-type: none"> <li>The LPA could consider producing guidance in the form of a Supplementary Planning Document for the new Chelmsford alleviation scheme – so developers know how assess the</li> </ul>	Noted

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			flood risk within a site-specific FRA prior to any defences/scheme being in place.	
			<ul style="list-style-type: none"> <li>Strategic Policy 2 should clarify what is meant by 'safe'</li> </ul>	To be addressed as part of plan preparation
			<ul style="list-style-type: none"> <li>The 'key sustainability issues' section should clarify what is meant by 'adaptable'.</li> </ul>	Clarified to: The need to ensure that new development anticipates and can be adapted to the effects of climate change
			<ul style="list-style-type: none"> <li>Section 9 and 11 of Table 4.1 should show how the framework will meet the criteria stated in pages 3 and 4 of EA's response</li> </ul>	Sections 9 and 11 of Table 4.1 amended to reflect suggested criteria
			<ul style="list-style-type: none"> <li>Table appendix D8 should refer to the 1% (1 in 100) annual probability flood event with allowance for climate change and 0.1% (1 in 1000) annual probability event with allowance for climate change – not just FZ3 or Flood Zone 2 or 1 in 100/1000 floodplain. These events (Flood Zones need to be considered with climate change allowances).</li> </ul>	Amendments made
		Ecology and Biodiversity	<ul style="list-style-type: none"> <li>Concern that the Plan probably is unlikely to deliver real improvements in terms of biodiversity and habitats. The new Plan needs to have bolder policies to repair damaged habitats and create and develop larger and strategically linked areas which will be rich in biodiversity.</li> </ul>	View noted – preparation of the plan takes place within the context of a range of strategies, including those relating to biodiversity and green infrastructure which have been prepared in consultation with the Environment Agency.
			<ul style="list-style-type: none"> <li>There is no evidence that continuing the same strategy as the previous plans will be more successful.</li> </ul>	Noted

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			<ul style="list-style-type: none"> <li>Opportunities need to be taken for habitat restoration and achieving a cohesive strategic network of larger and more connected high-quality habitats as proposed in the Lawton Review.</li> </ul>	There are wide-ranging references to Green infrastructure creation within new development and City-wide in line with the Chelmsford and Essex GI Strategies.
		Water Quality	<ul style="list-style-type: none"> <li>Broad agreement with the assessment in terms of water quality.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>EA states that CCC need to invest in water management infrastructure in a timely manner in order to accommodate new development.</li> </ul>	Noted
			<ul style="list-style-type: none"> <li>Section 3.8.6 - mentions WFD information in the 2015 RBMP: WFD classification 2019 are available and could be used to provide a more recent and specific to the Chelmsford area.</li> </ul>	Data updated via: <a href="https://www.data.gov.uk/dataset/a2a10b3a-2049-48ba-9ab5-fbc3ae26c9f9/wfd-river-canal-and-surface-water-transfer-water-bodies-cycle-2-classification-2019">https://www.data.gov.uk/dataset/a2a10b3a-2049-48ba-9ab5-fbc3ae26c9f9/wfd-river-canal-and-surface-water-transfer-water-bodies-cycle-2-classification-2019</a>
		Water Resources	<ul style="list-style-type: none"> <li>EA states that an update of the Anglian River Basin Management Plan will be published at the end of this year. The draft RBMPs are currently available on gov.uk.</li> </ul>	Noted. Future IIA Reports will include reference to the RBMPs once published.
			<ul style="list-style-type: none"> <li>The report references Essex &amp; Suffolk Water's Water Resource Management Plan (WRMP) 2014, this is not there latest plan. E&amp;SW's current WRMP was published in 2019 and a WRMP for 2024 is currently being worked upon. The report should be considering the most up to date WRMP and future plans, as these will provide the most up to date resource assessment in the Essex Water Resource Zone.</li> </ul>	References amended

Ref	Consultee	Report Chapter	Consultee Response Summary	Responses/Actions
			<ul style="list-style-type: none"> <li>There are significant water resource pressure within this area. EA consider it particularly important that water efficiency measures are incorporated into all new developments. Measures such as the use of water efficient systems and fittings such as dual-flush toilets; water butts; water-saving taps and showers; and appliances with the highest water efficiency rating as a minimum. Greywater recycling and rainwater harvesting should also be considered.</li> </ul>	Noted in the review of the Water Resources Regional Plan for Eastern England and in Table 2.2. Also a matter for the preparation of detailed policy.
			<ul style="list-style-type: none"> <li>EA suggests that local authorities should adopt and promote the building standard of 110 litres per person per day in all new builds.</li> </ul>	To be considered as part of the preparation of detail Local Plan policies – cited on the potential monitoring indicators (Appendix F)

## Chelmsford Local Plan Review: Issues and Options Consultation Document

Chelmsford City Council (the Council) is currently preparing the Chelmsford Local Plan Review (the 'Local Plan Review'). Once adopted, the Local Plan Review will replace the Adopted Local Plan<sup>122</sup>, setting out how much new development will be accommodated in the Council's administrative area (the 'City Area') to 2041, along with where this growth will be located. The Local Plan Review will also establish the policy framework for managing development proposals, containing planning policies which support the proposed vision: *"Guiding Chelmsford's growth towards a greener, fairer and more connected community."*

The first stage in the development of the Local Plan Review was the publication of the Chelmsford Local Plan Issues and Options Consultation Document (the 'Issues and Options Consultation Document')<sup>123</sup> that was consulted on between 11 August 2022 and 20 October 2022. The Issues and Options Consultation Document set out, and sought views on, the planning issues that face Chelmsford over the next 15 years and spatial approaches to meeting these challenges in terms of the amount and broad location of future development in the City Area.

An Integrated Impact Appraisal (IIA) Report<sup>124</sup> was prepared to accompany the Issues and Options Consultation document. The consultation responses made to the IIA Report are set out in this report.

### **The Integrated Impact Appraisal Report**

The Council is required to carry out a Sustainability Appraisal (SA) of the Local Plan Review<sup>125</sup>. SA is a means of ensuring that the likely social, economic and environmental effects of the Local Plan Review are identified, described and appraised and also incorporates a process set out under UK regulations<sup>126</sup> called Strategic Environmental Assessment (SEA) which requires that environmental considerations are embedded into the development of plans and programmes such as local plans. IIA brings together SA and SEA, as well as Health Impact Assessment (HIA) and

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<sup>122</sup> <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/adopted-local-plan/>

<sup>123</sup> <https://www.chelmsford.gov.uk/media/chehlnlg/issues-and-options-consultation-document.pdf>

<sup>124</sup> <https://www.chelmsford.gov.uk/media/undd21y/chelmsford-local-plan-issues-and-options-ia.pdf>

<sup>125</sup> The requirement for SA of local plans is set out under section 19(5) of the Planning and Compulsory Purchase Act 2004.

<sup>126</sup> Environmental Assessment of Plans and Programmes Regulations 2004 (statutory instrument 2004 No. 1633).

Equalities Impact Assessment (EqIA) as part of a unified analysis. The HIA and EqIA are bespoke assessments designed to specifically address health and equalities matters in order to meet legislative requirements.

The IIA is an iterative process and in this context, WSP Environment & Infrastructure Solutions UK Limited (WSP)<sup>127</sup> has carried out an appraisal of the Issues and Options Consultation Document. The findings of the IIA of the Issues and Options Consultation Document were presented in an IIA Report that was published for consultation alongside the Consultation Document itself.

### **Habitats Regulations Assessment Report**

The Conservation of Habitats and Species Regulations 2010 (as amended) requires local authorities to assess the potential impacts of land use plans on the Natura 2000 network of European protected sites to determine whether there will be any likely significant effects as a result of the plan's implementation. This process is known as Habitats Regulations Assessment (HRA). As part of the IIA (Chapter 6), the HRA provides a preliminary conclusion on the likely effects of the Review of the Adopted Local Plan, which has been undertaken, based on the spatial approaches contained in the Issues and Options Consultation Document. The HRA (Chapter 6) concludes that: *"none of the objectives or spatial approaches will make adverse effects on any European sites fundamentally unavoidable (i.e. the objectives or spatial approaches will not 'bake in' adverse effects that cannot be avoided or mitigated irrespective of how the objectives and options are defined through allocation and policy)."*

No comments were received on the HRA Report and in consequence, this is not considered further in this document.

### **This Feedback Report**

This report provides a record of the responses provided on the IIA Report. The responses will be taken into account by the Council in preparing the next stage of the Local Plan Review and undertaking the associated IIA.

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<sup>127</sup> Formerly Wood Environment & Infrastructure Solutions UK Limited.

## Responses

A total of 21 respondents provided comments on the Issues and Options Consultation Document IIA Report. **Table B.1** provides a breakdown of the type and number of respondents.

**Table B.1 Type and Number of Respondents**

Type of Respondent	Number of Respondents*
Parish/Town Councils or adjoining Local Authorities	2
Developers or Representatives	8
Other Agencies and Authorities	3
Members of the Public	8

## SCHEDULE OF RESPONSES TO THE INTEGRATED IMPACT ASSESSMENT REPORT

### MAIN ISSUES RAISED

The main issues raised by respondents with regard to the IIA Report concern:

- Support for the range and content of the IIA Objectives.
- The need for the HIA and EqIA to ensure that the Local Plan Review is developed in a way that enhances the knowledge, skills and wellbeing of existing and new communities.
- An apparent presumption that providing land for business creates additional jobs for the region and that a garden community such as in Spatial Approach E would create jobs that would all be filled by residents of that community.

- The identification of possible negative effects but no policies provided to mitigate these effects.
- Lack of differentiation between spatial approaches.
- The need for clarification of key sustainability issues and the definitions of significance.
- The relationship between housing growth and water resources.
- Disagreement with elements of the scoring of the spatial approaches.
- The need for additional detail on specific sites.
- Support for a particular spatial approach, based on site qualities.

**Table B.2** sets out a schedule of the responses received to the IIA Report and the response/action to the points being made.

**Table B.2 Consultation Response Summary**

Ref	Consultee	Consultee Response Summary	Response/Action
1324350	Mr Rusi Hodivala	Please mandate that every new detached and semi-detached house must have solar panels installed.	<p>Comment noted. This comment principally relates to the Local Plan Review as opposed to the IIA.</p> <p>The draft Local Plan Review will set out policies relating to sustainability standards in new developments, including renewable generation opportunities.</p> <p>The IIA Report sets out at Table 1.4 potential or amended policies including the promotion of renewable energy generation and energy efficiency in all new development, as part of wider aspirations for sustainable development across the City Area.</p>
1324045	Ms Tessa Saunders Spatial Planning Advisor Anglian Water Services Ltd	<p><b>Non-Technical Summary</b></p> <p>The IIA provides a range of assessment objectives which include objectives that aim to protect the natural environment, address impacts on carbon emissions, and conserve and enhance water quality and resources. It is considered that this provides a sound basis for the assessment of Local Plan Review options.</p> <p>The Local Plan Review aims to positively deliver growth in a way that provides greatest opportunities for the health and wellbeing of communities. The IIA includes assessment objectives to improve health and wellbeing, tackle deprivation and promote sustainable living.</p>	<p>Comment noted. Support for the range and content of the Assessment Objectives is welcome.</p> <p>The connections between the IIA and the Local Plan Review in respect of promoting sustainable growth is noted.</p>
1324045	Ms Tessa Saunders	<b>HIA/EqIA/Appendix H - Six Capitals Chelmsford Local Plan Issues and Options - People</b>	Agreed. Issues relating to the enhancement of knowledge, skills and wellbeing of existing and new

Ref	Consultee	Consultee Response Summary	Response/Action
	Spatial Planning Advisor Anglian Water Services Ltd	The HIA and EqIA should ensure that the Local Plan Review is developed in a way that enhances the knowledge, skills and wellbeing of existing and new communities.	communities are captured by the IIA Assessment Framework in Objectives 3, 4 and 5.  The detailed HIA and EqIA to be undertaken at the next stage of the Local Plan Review will reflect the Six Capitals as part of the analysis. It is anticipated that the Local Plan Review will include policies that will promote these aspirations, including the provision of educational facilities as part of new development and the advancement of sustainability across the City Area more widely.
1326389	Mr Stephen Baddeley Arthurs	The Hammonds Farm Development is a proposed new community to the east of the A12; the proposed 4,000 new homes will swamp the existing rural area. The ecology of the area will be completely destroyed. The development is on or adjacent to the flood plain of the River Chelmer and will cause damage to capacity for flood alleviation and the flora and fauna of this sensitive area.	Comment noted. The comments relating to Option E: New Settlement are noted and will be taken into account by the Council. Option E has been assessed in the IIA Report and the assessment has considered the effects of the option in terms of (inter alia) biodiversity and flood risk.
1326541	Mr Paul Roberts	There seems a presumption that providing land for business creates additional jobs for the region. Second, there seems a presumption that a garden community such as in Option E would create jobs that would all be filled by residents of that community.	Comment noted. There is no explicit assumption that the allocation of land for business will create additional jobs or be filled by local residents. Whilst cross-border commuter flows are inevitable (particularly given Chelmsford's location in relation to London), the wider intention is to seek greater self-containment within the City Area in employment provision and opportunities, enhance skill levels, increase income levels and reduce the need to travel.
636292	Mrs Tory Melhuish	<b>Non-Technical Summary and Section 5</b> The Parish Council is disappointed that the document has identified possible negative effects but there are no	Comment noted. The purpose of the IIA is to identify the likely significant effects of the Local Plan Review and to recommend measures to mitigate adverse effects and

Ref	Consultee	Consultee Response Summary	Response/Action
	Clerk to Galleywood Parish Council	policies provided to mitigate these effects (i.e. biodiversity, air quality, water, flood risk, climate change and waste and resource use).	<p>enhance positive effects including in respect of (<i>inter alia</i>) biodiversity, air quality, water, flood risk, climate change and waste and resource use. The IIA does not contain proposed policies itself.</p> <p>It is anticipated that proposed draft planning policies relating to these matters will be developed as part of the next stage of the Local Plan Review, informed by the recommendations of the IIA Report. The proposed policies will be subject to further IIA and consultation.</p>
1326297	Dr Sue Baker	No comments.	N/A
307959	Mr and Mrs Andrew Parker	<p><b>Spatial Approaches</b></p> <p>Option D (Development along transport corridors) would be equal to Option A (Growing the Existing Strategy), if the villages of Howe Green and Rettendon Common were to be removed from this approach.</p>	<p>Comment noted.</p> <p>The spatial approaches presented are reasonable and distinct alternatives. Section 5.5 presents the comparative analysis of the spatial approaches and identifies differentiators relating to air quality, economic development and sustainable living &amp; revitalisation. The full analysis is presented in Appendix C.</p> <p>As part of the development of the most appropriate spatial approach the Council will take into account the analysis of the qualities of individual approaches as well as potential combinations (in whole or in part), including the current spatial strategy. The preferred spatial strategy will be subject to IIA.</p>
311148	Mr Kevin Fraser Principal Planning Officer (Spatial)	Table 3.10 The 10 Year Plan now covers the period 2022 – 2031, and will be used to inform the ‘Future Scenario	<p><b>Table 3.10 The 10 Year Plan</b></p> <p>The revised dates (2022-2031) will be amended in the future iteration of the IIA.</p>

Ref	Consultee	Consultee Response Summary	Response/Action
	Planning) Essex County Council	Assessment' of the Preferred Option in early 2023. This is referenced with regard to Table 3.10 and Key Sustainability Issues (page 53),	
311148	Mr Kevin Fraser Principal Planning Officer (Spatial Planning) Essex County Council	Table 3.19 Key Sustainability Issues Identified – Cultural Heritage ... to be consistent with NPPF, paragraph 194 reference should also be made to the contribution made by their setting. It should read: “The need to avoid harm to designated heritage assets and the contribution made by their setting”. This does not appear to have been implemented as suggested.	<b>Table 3.19 Cultural Heritage</b> Disagree. Table 3.19 contains the sustainability issue: <i>“The need to protect and where appropriate enhance Chelmsford City Area’s cultural heritage assets and their settings.”</i>
311148	Mr Kevin Fraser Principal Planning Officer (Spatial Planning) Essex County Council	Table 3.19 Key Sustainability Issues Identified – Cultural Heritage - in responding to the Scoping consultation ECC welcomed reference to non-designated heritage assets in Key Sustainability Issue 3. However, ECC recommended it should be amended to state: “The need to recognise the value of non-designated heritage assets and protect where appropriate enhance these where possible. Such sites should be retained in situ, where possible or subject to an appropriate programme of investigation, recording and reporting prior to development commencing”. This does not appear to have been implemented as suggested.	<b>Table 3.19 Cultural Heritage</b> Table 3.19 contains the sustainability issue: <i>“The need to recognise the value of non-designated heritage assets and protect and where appropriate enhance these where possible.”</i> The additional text is inappropriate to the context of the table.
311148	Mr Kevin Fraser Principal Planning Officer (Spatial Planning) Essex County Council	Table 4.1 The Assessment Framework – Biodiversity and Geodiversity – Guide Question 8 – in responding to the Scoping consultation ECC recommended that reference should be made to biodiversity net gain being required to	<b>Table 4.1</b> The reference to ‘City’ under Biodiversity and Geodiversity (Guide Question 8) is intended to refer to the City Area as a whole. This will be amended to reference biodiversity net gain across the whole administrative area of

Ref	Consultee	Consultee Response Summary	Response/Action
311148	Mr Kevin Fraser Principal Planning Officer (Spatial Planning) Essex County Council	be provided across the whole of the administrative area, and not just the City urban area. (i.e. remove 'across the city' from the question). This does not appear to have been implemented as suggested	Chelmsford City Council (the City Area) rather than just the City itself. Reference to Biodiversity Net Gain was included as part of Appendix D Definitions of Significance in the updated Scoping Report.
311148	Mr Kevin Fraser Principal Planning Officer (Spatial Planning) Essex County Council	Table 4.1 The Assessment Framework – Sustainable Living and Revitalisation – Guide Question 8 – in responding to the Scoping consultation ECC recommended reference should be made to 'early years and childcare' for clarity. ECC recommend reference should also be made to access to schools being provided via safe and direct walking and cycling routes. It should read: "Will it increase access to schools via safe and direct walking and cycling routes, early years and childcare and colleges?" This does not appear to have been implemented as suggested.	<p><b>Table 4.1</b> Sustainable Living &amp; Revitalisation (Guide Question 8) will be amended to read "<i>Will it increase access to schools, early years childcare and colleges via safe and direct walking and cycling routes?</i>" This matter was attended to in the updated Scoping Report (Appendix D Definitions of Significance) which includes the suggested criterion. The Definitions of Significance at Appendix E will be updated accordingly.</p>
311148	Mr Kevin Fraser Principal Planning Officer (Spatial Planning) Essex County Council	Appendix E Definitions of Significance – Sustainable Living and Revitalisation – Illustrative Guidance <sup>4</sup> – in responding to the Scoping consultation ECC recommended that primary and secondary schools should be separated out from the other key services. A specific criteria should be included for primary and secondary education, as recommended in the EDG, whereby any residential area should be no further than 600 metres walking distance from a primary school and 1500 metres for secondary school. This does not appear to have been implemented as suggested.	<p><b>Appendix E - Definitions of Significance Sustainable Living &amp; Revitalisation</b> The updated Scoping Report (Appendix E Site Appraisal Criteria) includes the following criterion, as suggested by ECC: "<i>Within 800m walking distance of all services (600m for primary schools and 1,500m for secondary schools) and/or the City Centre/South Woodham Ferrers town centre.</i>". The Definitions of Significance at Appendix E will be updated accordingly.</p>

Ref	Consultee	Consultee Response Summary	Response/Action
311148	Mr Kevin Fraser Principal Planning Officer (Spatial Planning) Essex County Council	Appendix E Definitions of Significance – Air – Illustrative Guidance – in responding to the Scoping consultation ECC noted that the Guide Question should make reference to the need to improve air quality, particularly in the Army & Navy and the Maldon Road, Danbury Air Quality Management Areas (AQMAs) and this is referenced. However, the illustrative guidance only makes reference to the Army and Navy AQMA. Reference should also be made to Maldon Road, Danbury. This does not appear to have been implemented as suggested	<b>Appendix E - Definitions of Significance Air</b> The Guide Question was amended to include reference to the Maldon Road AQMA. The Illustrative Guidance will be amended to include reference to the Maldon Road AQMA as part of the Preferred Options IIA.
311148	Mr Kevin Fraser Principal Planning Officer (Spatial Planning) Essex County Council	Appendix E Definitions of Significance – Waste and Natural Resources – Guide Question 5 – in responding to the Scoping consultation ECC recommended that the ‘Assessment Criteria’ covers not simply MSAs but also Mineral Consultation Areas and Waste Consultation Areas, as required by Policy S8 – Safeguarding mineral resources and mineral reserves (MLP) and Policy S2 – Safeguarding Waste Management Sites and Infrastructure (WLP). ECC suggested it should read: “Development in Minerals Safeguarding Areas; Mineral Consultation Areas and Waste Consultation Areas”. This does not appear to have been implemented as suggested. It is noted that the Strategic Housing and Economic Land Availability Assessment (SHELAA) ‘Suitability Criteria’ makes reference to ‘Site is not within an identified Minerals or Waste Site nor a Minerals or Waste Safeguarding or Consultation Area’, and for consistency this should be referenced within the IIA, Appraisal Criteria.	<b>Appendix E - Definitions of Significance Sustainable Living &amp; Revitalisation</b> The updated Scoping Report (Appendix D Definitions of Significance) includes the following criterion, as suggested by ECC: “ <i>Will it result in development within a Minerals Safeguarding Area, Mineral Consultation Area or Waste Consultation Area?</i> ” The Definitions of Significance at Appendix E will be updated accordingly.

Ref	Consultee	Consultee Response Summary	Response/Action
1329361	Mr Graham Boddington	Strong objection to the proposed building of what is effectively a new town of 4,000 houses at the Hammonds Farm site.	<p>Comment noted. This comment principally relates to the Local Plan Review as opposed to the IIA.</p> <p>Comments relating to Option E: New Settlement are noted and will be taken into account by the Council when preparing the Preferred Options Consultation Document.</p>
1329368	Mr Mark Baister Historic Environment Consultant Place Services Historic Environment Team	Additional paragraph required detailing the role of the Essex Historic Environment Record (HER).	Agreed. The Essex HER will be referenced in future iterations of the IIA.
1155857	Mr Pat Abbott Planning Advisor Environment Agency	<p>Water Abstraction – recommends that proposed development considers water resources as a key issue and the council recognises the damage of long term increases in abstraction due to growth.</p> <p>Water Quality Assessment and mitigation of risks associated with wastewater is required.</p> <p>Ecology Support for the proposed Biodiversity Net Gain (BNG) policy commitment</p> <p>Flood Risk Recommend re-drafting para on p.41 which recognises the damage of long-term increases in abstraction due to growth.</p>	<p>Water Abstraction The IIA Report recognises the potential environmental effects associated with increased abstraction related to population and economic growth in both the baseline analysis presented in Section 3, the HRA in Section 6 and in the assessment of IIA Objective 8 Water: To conserve and enhance water quality and resources.</p> <p>Housing growth and non-household industrial growth estimates are embedded in local government plans across the Water Resources East region, according to the Draft Regional Plan. Feedback on the emerging plan has requested evidence around the certainty and deliverability of the demand management measures proposed, particularly behavioural changes, and in relation to housing growth options. This evidence will assist the preparation of local plans to support resource-efficient new developments.</p>

Ref	Consultee	Consultee Response Summary	Response/Action
		<p>Note: this comment refers to the I&amp;O Consultation Document and not the IIA</p>	<p><b>Water Quality</b>            The IIA Scoping Report sets out guide questions (Appendix D) and site appraisal criteria (Appendix E) which identify how policies and proposals are to be scrutinised against the topics of: Biodiversity (Objective 1), Water Resources (Objective 8) and Waste &amp; Natural Resources (Objective 12)</p> <p><b>Ecology</b>            Support for the proposed BNG policy commitment is noted.</p> <p><b>Flood Risk</b>            Redrafting comment noted. In future iterations of the IIA, text relating to the damage of long-term increases in abstraction due to growth will be amended in accordance with changes to text in the Local Plan Review. Proposed wording <i>“Ensure development adapts to minimise adverse impacts that create climate and ecological change, including avoiding areas of flood risk (now or in the future) wherever possible, managing surface water run-off and reducing carbon emissions.”</i></p>
<b>1270312</b>	Joel Merris Vistry Group	<p>Appendix B Protecting Green Belt land B48, App D Key Settlement Characteristics, para 3.2.4 and para 3.8.11</p> <p>Considers that the lack of a Partial Green Belt Review to consider site boundaries on the edges of Chelmsford will result in sites that are less sustainable outside of the Green Belt.</p>	<p>Comment noted.</p> <p>A partial Green Belt Review has not been completed as part of the Local Plan Review, reflecting the spatial principle of Protecting the Green Belt. The IIA considers spatial approaches which have been prepared as part of taking into account the agreed Green Belt spatial principle.</p>

Ref	Consultee	Consultee Response Summary	Response/Action
1249937	Consultations Team Natural England	Table 4.1 support in relation to Biodiversity Net Gain (BNG) and Suitable Alternative Natural Greenspace (SANG) advice.	Comment noted.
1330236	Mr David Bolton Bolton, S&D	<p>Supports the IIA in identifying and meeting the housing needs of the Chelmsford City Area and deliver decent homes as an assessment objective (Objective 2), and also to reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth as an objective (Objective 6). “This will ensure the spatial principles, priorities and strategy will be assessed against this context helping to inform the most appropriate and sustainable plan.”</p> <p>Identified significant negative sustainability effects relating to Objective 7 (land use), along with a series of mixed, minor negative and uncertain effects relating to several the assessment objectives.</p> <p>Until specific locations and site allocations are identified within the Local Plan, with proposed quantum, densities, and scales it is perhaps premature to assess the Housing Requirement as having negatively or mixed effects until this level of detail is better understood.</p>	<p>The IIA tests the performance of the spatial approaches at a necessarily high level, using recognised indicators and associated assessment questions. Conclusions appropriate to this stage of plan preparation, of which the IIA is only one part, will be consequently drawn.</p> <p>The Issues and Options Consultation Document does not contain site allocations. It is anticipated that the Preferred Options Consultation Document will include proposed site allocations and these (alongside reasonable alternatives) will be assessed as part of the IIA process in due course. The employment land requirement and broad distribution of growth has been assessed as part of the IIA process. Following selection of a preferred strategy, site options will be assessed as part of the next IIA Report. This approach is appropriate and commensurate with the development of the Local Plan Review.</p>
1329438	Chris Buckenham	Disagrees with elements of scoring: argue that building on greenfield land isn't inherently negative. Disagree with negative scoring against objectives 1, 6, 8, 9, 11, 13 and 14 for Spatial Approach C. Scoring system for sustainable accessibility could be more reflective of individual settlements.	Disagree. Greenfield land is a finite resource and the likely loss of land of a scale indicated by the quantum of housing growth to be provided over the plan period is considered to be significant. Nevertheless, this is balanced against the beneficial effects identified in respect of housing and service provision, meeting local and sub-regional housing needs, particularly in the provision of affordable housing.

Ref	Consultee	Consultee Response Summary	Response/Action
1330351	Pigeon (Sandon) Ltd	3.4, 4.2, 5.4, Table 5.5, 5.8 Support but detail on sites required.	<p>Comment noted. Support for the key sustainability issues regarding the economy is welcomed.</p> <p>Based on the Employment Land Requirement, and as the Local Plan Review develops, future iterations of the IIA will consider site-specific qualities in greater detail.</p>
1329432	The Bucknell Family	<p>Support for the IIA recognising the need to deliver a range of employment sites to support economic growth, and to ensure a flexible supply of land for employment development as key sustainability issues Support for the recognition of the need to reduce out-commuting by creating a stronger employment market within the Chelmsford area and the value of alternative modes of transport such as park and ride sites as key transport and accessibility sustainability issues.</p> <p>Section 5.4 - question scoring in the absence of detail.  <i>“No details have been provided within the I&amp;O document on proposed locations of employment growth, distribution or site allocations and therefore one queries how the IIA can undertake a robust assessment of the Employment Land Requirement against the Assessment Objectives.”</i></p>	<p>Support noted.</p> <p>The Issues and Options Consultation Document does not contain site allocations. It is anticipated that the Preferred Options Consultation Document will include proposed site allocations and these (alongside reasonable alternatives) will be assessed as part of the IIA process in due course. The employment land requirement and broad distribution of growth has been assessed as part of the IIA process. Following selection of a preferred strategy, site options will be assessed as part of the next IIA Report. This approach is appropriate and commensurate with the development of the Local Plan Review.</p> <p>As the Local Plan Review develops, future iterations of the IIA will how consider employment needs can be met through site allocations, as well as further guidance on employment and spatial strategy, including the location of any employment land.</p>
1330405	Cliffords Group and Mr Mark Peters	Question whether the housing requirement would result in a significant negative sustainability effect on Objective 7 (Land Use) as a result of the use of greenfield land.	<p>Comment noted. Greenfield land is a finite resource and the likely loss of land of a scale indicated by the quantum of housing growth to be provided over the plan period is considered to be significant. Nevertheless, this is balanced against the beneficial effects identified in respect of housing and service provision, meeting local and sub-</p>

Ref	Consultee	Consultee Response Summary	Response/Action
1326424	Obsidian Strategic Asset Management Ltd	Scoring of elements of Approaches A – E questioned as generalisations, which do not accord with locally-specific contexts.	<p>regional housing needs, particularly in the provision of affordable housing.</p> <p>No change is proposed.</p> <p>Disagree. The Methodology was consulted upon and has been updated in response to the comments received. The updated methodology has been applied in the assessment of the options. It is considered that the assessments have taken into account the local socio-economic and environmental baseline.</p> <p>The scoring applied to the options in the IIA Report reflects a balance between a wide range of issues, and the consequent professional judgement as to the overall performance of the option in respect of specific IIA Objectives, in this case: Objective 3: Economy, skills and employment and for Objective 6: Transport.</p> <p>The resultant scores take into account: the need to balance various factors is cited in the analysis of Appendix G, which identifies the role of Chelmsford as a sub-regional economic centre, the proximity of and transport links to London, the role of existing and potential housing growth, and the cross-boundary flows associated with employment centres and workers. These factors are set against the desire and need to pursue a more sustainable development path which includes, <i>inter alia</i>, seeking to reduce commuting distances, enhancing the quality of employment opportunities, modal shift in transport use and greater economic and service self-containment as a community.</p>

Ref	Consultee	Consultee Response Summary	Response/Action
			No change is proposed.
1329447	Mr Alexander Micklem	Response expresses support for the IIA but states that “as detailed within this Representation, no details have been provided within the I&O document on proposed locations of employment growth, distribution or site allocations and therefore one queries how the IIA can undertake a robust assessment of the Employment Land Requirement against the Assessment Objectives.”	<p>Comment noted. This comment principally relates to the Local Plan Review as opposed to the IIA.</p> <p>The Issues and Options Consultation Document does not contain site allocations. It is anticipated that the Preferred Options Consultation Document will include proposed site allocations and these (alongside reasonable alternatives) will be assessed as part of the IIA process in due course. The employment land requirement and broad distribution of growth has been assessed as part of the IIA process. Following selection of a preferred strategy, site options will be assessed as part of the next IIA Report. This approach is appropriate and commensurate with the development of the Local Plan Review.</p>
872955	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Biodiversity & Geodiversity considerations. Suggested enhanced score for Spatial Approach E.	<p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) and the suggested enhanced score is noted but disagreed with for the reasons set out in Appendix G.</p> <p>Should land at Hammonds Farm be considered by the Council to be a reasonable alternative for site allocation, the site will be assessed as part of IIA of the forthcoming Preferred Options Consultation Document.</p>
872955	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Housing considerations. Suggested enhanced score for Spatial Approach E.	The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) and the suggested enhanced score is noted but disagreed with for the reasons set out in Appendix G.

Ref	Consultee	Consultee Response Summary	Response/Action
872955	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Economy, Skills & Employment considerations. Suggested enhanced score for Spatial Approach E.	<p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p> <p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) and the suggested enhanced score is noted but disagreed with for the reasons set out in Appendix G.</p> <p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p>
872955	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Sustainable Living & Revitalisation considerations. Suggested enhanced score for Spatial Approach E.	<p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) and the suggested enhanced score is noted but disagreed with for the reasons set out in Appendix G.</p> <p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p>
872955	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Health & Well-Being considerations. Suggested enhanced score for Spatial Approach E.	<p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) and the suggested enhanced score is noted but disagreed with for the reasons set out in Appendix G.</p> <p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p>

<b>Ref</b>	<b>Consultee</b>	<b>Consultee Response Summary</b>	<b>Response/Action</b>
<b>872955</b>	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Transport considerations. Suggested enhanced score for Spatial Approach E.	<p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) is noted. and the suggested enhanced score is noted but disagreed with for the reasons set out in Appendix G.</p> <p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p>
<b>872955</b>	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Land Use & Soils considerations.	<p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) is noted.</p> <p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p>
<b>872955</b>	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Water considerations. Suggested enhanced score for Spatial Approach E.	<p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) and the suggested enhanced score is noted but disagreed with for the reasons set out in Appendix G.</p> <p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p>
<b>872955</b>	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Flood Risk considerations.	<p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) is noted.</p> <p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p>

<b>Ref</b>	<b>Consultee</b>	<b>Consultee Response Summary</b>	<b>Response/Action</b>
<b>872955</b>	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Air considerations. Suggested enhanced score for Spatial Approach E.	<p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) and the suggested enhanced score is noted but disagreed with for the reasons set out in Appendix G.</p> <p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p>
<b>872955</b>	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Waste & Natural Resources considerations. Suggested enhanced score for Spatial Approach E.	<p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) and the suggested enhanced score is noted but disagreed with for the reasons set out in Appendix G.</p> <p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p>
<b>872955</b>	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Cultural Heritage considerations. Suggested enhanced score for Spatial Approach E.	<p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) and the suggested enhanced score is noted but disagreed with for the reasons set out in Appendix G.</p> <p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p>

Ref	Consultee	Consultee Response Summary	Response/Action
<b>872955</b>	Grosvenor Property UK and Hammonds Estates LLP	Hammonds Farm masterplan qualities in respect of Landscape & Townscape considerations. Suggested enhanced score for Spatial Approach E.	<p>The detail submitted in respect of the qualities of land to the south and east of the A12 (i.e. Spatial Approach E) and the suggested enhanced score is noted but disagreed with for the reasons set out in Appendix G.</p> <p>Should land at Hammonds Farm be considered to be a reasonable option for site allocation, this will be assessed against the IIA framework, along with other potential sites.</p>

## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

### Plans and Programmes Reviewed for the IIA of the Review of the Adopted Local Plan

#### Plan/Programme

##### International/European Plans and Programmes

- The Cancun Agreement (2011)
- Council Directive 91/271/EEC for Urban Waste-water Treatment
- European Commission (EC) (2011) A Resource- Efficient Europe- Flagship Initiative Under the Europe 2020 Strategy, Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions (COM 2011/21)
- EC (2013) Seventh Environmental Action Programme to 2020 'Living well, within the limits of our planet'
- EC (2013) Towards Social Investment for Growth and Cohesion – including implementing the European Social Fund 2014-2020
- EC (2014) A Policy Framework for Climate and Energy in the Period from 2020 to 2030
- EC (2021) Strategy on Adaptation to Climate Change
- European Landscape Convention 2000 (became binding March 2007)
- European Union (EU) European Employment Strategy
- EU Nitrates Directive (91/676/EEC)
- EU Packaging and Packaging Waste Directive (94/62/EC)
- EU Drinking Water Directive (98/83/EC)
- EU Directive on the Landfill of Waste (99/31/EC)
- EU Water Framework Directive (2000/60/EC)
- EU 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment (SEA Directive)
- EU Directive 2002/91/EC (2002) Directive 2002/91/EC on the Energy Performance of Buildings
- EU Environmental Noise Directive (Directive 2002/49/EC)
- EU Bathing Waters Directive 2006/7/EC
- EU (2006) Renewed EU Sustainable Development Strategy
- EU Floods Directive 2007/60/EC
- EU Air Quality Directive (2008/50/EC) and previous directives (96/62/EC; 99/30/EC; 2000/69/EC & 2002/3/EC)
- EU Directive on the Conservation of Wild Birds (79/409/EEC)
- EU Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (92/43/EEC) & Subsequent Amendments
- EU Directive on Waste (Directive 75/442/EEC, 2006/12/EC 2008/98/EC as amended)

**Plan/Programme**

- EU Renewable Energy Directive (2009/28/EC)
- EU Biodiversity Strategy to 2020 – towards implementation
- EU (2015) Invasive Alien Species Regulation (1143/2014/EU)
- The Convention for the Protection of the Architectural Heritage of Europe (Granada Convention)
- The European Convention on the Protection of Archaeological Heritage (Valetta Convention)
- EU (2020) Biodiversity Strategy to 2030
- UNESCO World Heritage Convention (1972)
- UNFCCC (1997) The Kyoto Protocol to the UNFCCC
- UN (2016) The Paris Agreement
- UN (2021) COP26
- World Commission on Environment and Development (1987) Our Common Future (The Brundtland Report)
- The World Summit on Sustainable Development (WSSD), Johannesburg, September 2002 - Commitments arising from Johannesburg Summit (2002)

**National Plans and Programmes**

- Department for Business, Energy & Industrial Strategy (DBEI) (2017) Clean Growth Strategy
- DBEI (2018) Industrial Strategy: building a Britain fit for the future
- DBEI (2021) Carbon Budgets – Fourth to Sixth Carbon Budgets
- Department for Culture, Media and Sport (DCMS) (2001) The Historic Environment: A Force for our Future
- DCMS (2007) Heritage Protection for the 21st Century - White Paper
- DCMS (2008) Play Strategy for England
- DCMS (2013) Scheduled Monuments & Nationally Important but Non-Scheduled Monuments
- DCMS (2015) Sporting Future: A New Strategy for an Active Nation
- DCMS (2016) The Culture White Paper
- Department for Communities and Local Government (DCLG) (2008) Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing
- DCLG (2014) Planning Policy for Traveller Sites
- DCLG (2021) Planning Practice Guidance
- DCLG (2014) National Planning Policy for Waste
- DCLG (2014) Written Statement on Sustainable Drainage Systems
- Department for Education (2014) Home to School Travel and Transport Guidance
- Department for Education (2016) DfE Strategy 2015 – 2020: World Class Education and Care

**Plan/Programme**

- Department of Energy and Climate Change (DECC) (2009) The UK Low Carbon Transition Plan: National Strategy for Climate and Energy
- Department for Food and Rural Affairs (2002) “Working with the grain of nature – A Biodiversity Strategy for England”
- Defra (2004) Rural Strategy
- Defra (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland
- Defra (2019) Clean Air Strategy
- Defra (2007) Strategy for England's Trees, Woods and Forests
- Defra (2008) England Biodiversity Strategy Climate Change Adaptation Principles Conserving Biodiversity in a Changing Climate
- Defra (2010) Making Space for Nature: A Review of England's Wildlife Sites and Ecological Network
- Defra (2011) Safeguarding Our Soils: A Strategy for England
- Defra (2011) Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services
- Defra (2012) UK post 2010 Biodiversity Framework
- Defra (2013) The National Adaptation Programme – Making the Country Resilient to a Changing Climate
- Defra (2021) Waste Management Plan for England
- Defra (2013) Government Forestry and Woodlands Policy Statement
- Defra (2017) Air Quality Plan for Nitrogen Dioxide (NO2) in UK
- Department for Levelling Up, Housing and Communities (DLHC) (2021) National Design Guide
- DLHC (2021) National Model Design Code
- Department for Transport (2019) Future of Mobility: Urban Strategy
- Department for Transport (2021) Transitioning to zero emission cars and vans: 2035 delivery plan
- Environment Agency (2009) 'Water for people and the environment' - Water Resources Strategy for England and Wales
- Environment Agency (2016) Managing Water Extraction
- Environment Agency (2021) Flood risk assessments: climate change allowances
- Forestry Commission (2005) Trees and Woodlands Nature's Health Service
- Historic England (2015) Historic Environment Good Practice Advice in Planning Notes 1 to 3
- HM Government (1979) Ancient Monuments and Archaeological Areas Act
- HM Government (1981) The Wildlife and Countryside Act 1981
- HM Government (1990 Planning) (Listed Building and Conservation Areas) Act 1990
- HM Government (2000) Countryside and Rights of Way Act 2000
- HM Government (2003) Sustainable Energy Act
- HM Government (2016) Energy Act
- HM Government (2004, revised 2006) Housing Act

**Plan/Programme**

- HM Government (2005) Securing the future - delivering UK sustainable development strategy
- HM Government (2006) The Natural Environment and Rural Communities (NERC) Act 2006
- HM Government (2007) Energy White Paper - Meeting the Energy Challenge
- HM Government (2008) The Climate Change Act 2008 (as amended)
- HM Government (2008) The Planning Act 2008
- HM Government (2009) The UK Renewable Energy Strategy
- HM Government (2010) The Conservation of Habitats and Species Regulations 2010
- HM Government (2010) Flood and Water Management Act 2010
- HM Government (2010) Local Growth: Realising Every Place's Potential
- HM Government (2010) White Paper: Healthy Lives, Healthy People: Strategy for Public Health in England
- HM Government (2011) Water for Life, White Paper
- HM Government (2011) Plan for Growth
- HM Government (2011) National Infrastructure Plan
- HM Government (2011) The Localism Act
- HM Government (2011) UK Marine Policy Statement
- HM Government (2021) South East Marine Plan
- HM Government (2013) Carbon Plan: Delivering our Low Carbon Future
- HM Government (2013) The Community Infrastructure Levy (Amendment) Regulations 2013
- HM Government (2013) Achieving Strong and Sustainable Economic Growth
- HM Government (2014) Water Act 2014
- HM Government (2015) Water Framework Directive (Standards and Classification) Directions (England and Wales) 2015
- HM Government (2016) Environmental Permitting (England and Wales) Regulations 2016
- HM Government (2016) Government Response to the Committee on Climate Change
- HM Government (2017) The Conservation of Habitats and Species Regulations 2017
- HM Government (2021) Environment Act
- HM Government (2021) Build Back Better: Our Plan for Growth
- HM Government (2022) Net Zero Strategy: Build Back Greener
- Ministry of Housing, Communities & Local Government (2017) (MHCLG) Fixing Our Broken House Market
- MHCLG (2017) Planning for the Right Homes in the Right Places
- MHCLG (2023) National Planning Policy Framework
- NHS England (2014) Five Year Forward View

**Plan/Programme**

- NHS England (2017) Next Steps on the Five Year Forward View
- Public Health England (2020) Health Impact Assessment in spatial planning - A guide for local authority public health and planning teams

**Regional Plans and Programmes**

- Essex and Suffolk Water (2022) Water Resources Management Plan 2024
- Water Resources East (2022) The Emerging Water Resources Regional Plan for Eastern England
- Environment Agency (2009) Water for People and the Environment: Water Resource Strategy – Regional Action Plan for Anglian Region
- Environment Agency (2010) Essex and South Suffolk Shoreline Management Plan 2
- Environment Agency (2015) River Basin Management Plan Anglian River Basin District
- Environment Agency (2016) River Basin District Flood Risk Management Plan Anglian River Basin District
- Mayor of London (Greater London Authority) (2014) London Infrastructure Plan 2050
- Mayor of London (Greater London Authority) (2021) The London Plan: The Spatial Development Strategy for Greater London
- Mid Essex CCG (2023) Integrated Care Strategy 2023-2033
- Natural England (2015) Site Improvement Plan: Essex Estuaries
- South East Local Enterprise Partnership (2015) Rural Strategy 2015 – 2021
- South East Local Enterprise Partnership (2017) Growth Deal Round 3
- Woodland for Life (2011) Realising the benefits of trees, woods and forests in the East of England

**Sub-Regional (County) Plans and Programmes**

- Environment Agency (2009) North Essex Catchment Flood Management Plan
- Essex Biodiversity Project (2011) Essex Biodiversity Action Plan 2010-2020
- Essex County Council (2008) Joint Municipal Waste Management Strategy for Essex (2007-2032)
- Essex County Council (2008) Essex Strategy 2008-2018 – Liberating Potential: Fulfilling Lives, Essex Partnership
- Essex County Council (2009) Public Rights of Way Improvement Plan
- Essex County Council (2011) Essex Transport Strategy: The Local Transport Plan for Essex
- Essex County Council (2012) Economic Growth Strategy
- Essex County Council (2014) Essex Minerals Local Plan
- Essex County Council (2014) Economic Plan for Essex
- Essex County Council (2022) Essex Sector Development Strategy

**Plan/Programme**

- Essex County Council (2015) Education Transport Policy
- Essex County Council (2016) Essex Cycling Strategy
- Essex County Council (2017) Chelmsford's Future Transport Network
- Essex County Council (2021) Essex Walking Strategy
- Essex County Council (2020) Sustainable Modes of Travel Strategy
- Essex County Council (2020) The Essex Prosperity and Productivity Plan
- Essex County Council (2020) Developers' Guide for Infrastructure Contributions
- Essex County Council (2020) Sustainable Drainage Systems Design Guide
- Essex County Council (No Date) The Future of Essex
- Essex County Council and Southend-on-Sea Borough Council (2017) Waste Local Plan
- Essex County Council (2023, live document) The Essex Design Guide
- Essex County Council (2018) Local Flood Risk Management Strategy
- Essex county Council (2022) Essex Joint Health and Wellbeing Strategy 2022-2026
- Essex County Council (2020) Local and Neighbourhood Planners' Guide to School Organisation
- Essex County Council (2020) Essex Children and Young People's Plan
- Essex County Council (2020) Essex Green Infrastructure Strategy
- Essex County Council (2021) Everyone's Essex: our plan for levelling up the county 2021 to 2025
- Essex County Council (2021) Organisation Plan 2021/22
- Essex County Council (2021) The Essex Plan for Working Families
- Essex County Council (2022) Levelling up Essex – An Essex White Paper
- Essex County Council (2022) Essex early Years and Childcare Strategy 2022-2027
- Essex Climate Action Commission (2021) Net Zero: Making Essex Carbon Neutral
- Essex Planning Officers Association (2021) Livewell Development Accreditation
- Essex Planning Officers Association (2021) Essex Healthy Places – Advice Notes for Planners, Developers and Designers
- Essex County Council (2021) Essex Baseline and Pathway to Net Zero
- Essex Planning Officers Association (2009) Parking Standards - Design and Good Practice
- Essex Crime Commissioner (2021) Police and Crime Plan 2021-2024
- Essex School Organisation Service (2022) 10 Year Plan – Meeting the demand for mainstream school places in Essex
- Essex School Organisation Service (2022) Garden Communities and Planning School Places
- Essex Wildlife Trust (2013) Living Landscapes – A Vision for the Future of Essex
- Geo Essex (2013) Essex Local Geodiversity Action Plan

**Plan/Programme**

- Highways England (2021) A12 Chelmsford to A120 widening - public consultation
- South East Local Enterprise Partnership (2014) Growth Deal and Strategic Economic Plan
- South East Local Enterprise Partnership (2015) Rural Strategy 2015 – 2021
- Essex

**Local Plans and Programmes (including neighbouring authority Local Plans)**

- Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Councils (2006) Landscape Character Assessments
- Braintree District Council (2011) Core Strategy
- Braintree District Council (2014) Site Allocations and Development Management Plan
- Braintree District Council (2021) Local Plan 2013-2033 Section 1
- Brentwood District Council Review of the Adopted Local Plan 2016-2033
- Chelmsford City Council (2004) Historic Environment Characterisation Project
- Chelmsford City Council (2004) Parks and Green Spaces Strategy 2004-2014
- Chelmsford City Council (2005) Nature Conservation Reference Guide for Chelmsford Borough
- Chelmsford City Council (2008) Community Plan – Chelmsford Tomorrow Vision 2021
- Chelmsford City Council (2010) Private Sector Housing Strategy 2010-2015
- Chelmsford City Council (2011) Chelmsford Town Centre Public Realm Strategy SPD
- Chelmsford City Council (2012) Allotment Strategy
- Chelmsford City Council (2012) Be Moved - Chelmsford Sport & Arts Strategy 2012-16
- Chelmsford City Council (2012) Meeting the needs of Older People: A Strategy for Older People in Chelmsford
- Chelmsford City Council (2012) Public Health Strategy
- Chelmsford City Council (2013) Biodiversity Action Plan 2013-17
- Chelmsford City Council (2021) Solar Farm Development SPD
- Chelmsford City Council (2021) Planning Obligations SPD
- Chelmsford City Council (2015) Chelmsford Museums Forward Plan 2015-2017
- Chelmsford City Council (2015) Housing Strategy Statement 2015/2016
- Chelmsford City Council (2015) Tree Management Policy
- Chelmsford City Council (2016) Local Wildlife Site Review
- Chelmsford City Council (2016) Chelmsford Open Space Study 2016 – 2036
- Chelmsford City Council (2017) Chelmsford West End Vision Informal Guidance

**Plan/Programme**

- Chelmsford City Council (2017) Chelmsford Economic Strategy
- Chelmsford City Council (2018) Management and Maintenance Plan 2018-2022
- Chelmsford City Council (2018) Open Space Study 2016-2036
- Chelmsford City Council (2019) Homelessness and Rough Sleeping Strategy 2019-2024
- Chelmsford City Council (2020) Chelmsford Local Plan 2013-2036
- Chelmsford City Council (2021) Making Places SPD
- Chelmsford City Council (2019) Health and Wellbeing Plan
- Chelmsford City Council (2022) Housing Strategy 2022-2025
- Chelmsford City Council (2020) Climate and Ecological Emergency Action Plan
- Chelmsford City Council (2020) Essex Coast RAMS Strategy and SPD
- Chelmsford City Council (2021) Our Chelmsford, Our Plan
- Epping Forest District Council Review of the Adopted Local Plan (emerging)
- Maldon District Council Review of the Adopted Local Plan (emerging)
- Maldon District Council (2017) Local Development Plan 2014-2029
- Rochford District Council (2011) Core Strategy
- Rochford District Council (2014) Allocations Plan
- Safer Chelmsford Partnership (2021) Safer Chelmsford Partnership Strategy 2021/22
- South Woodham Ferrers (2021) South Woodham Ferrers Neighbourhood Plan 2020-2036
- Uttlesford District Council Local Plan (emerging)
- Village Design Statements SPDs (various)
- Writtle (2021) Writtle Neighbourhood Plan 2020-2036

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<b>International/European Plans and Programmes</b>		
<b>The Cancun Agreement (2011)</b>		
Shared vision to keep global temperature rise to below two degrees Celsius, with objectives to be reviewed as to whether it needs to be strengthened in future on the	<ul style="list-style-type: none"> <li>• No targets or indicators</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should aim to reduce emissions.</li> <li>• The IIA Framework should include greenhouse gas emissions.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
basis of the best scientific knowledge available		
<b>Council Directive 91/271/EEC for Urban Waste-water Treatment</b>		
<p>Its objective is to protect the environment from the adverse effects of urban waste water discharges and discharges from certain industrial sectors and concerns the collection, treatment and discharge of:</p> <ul style="list-style-type: none"> <li>• Domestic waste water</li> <li>• Mixture of waste water</li> <li>• Waste water from certain industrial sectors</li> </ul>	<p>The Directive includes requirement with specific:</p> <ul style="list-style-type: none"> <li>• Collection and treatment of waste water standards for relevant population thresholds</li> <li>• Secondary treatment standards</li> <li>• A requirement for pre-authorisation of all discharges of urban wastewater</li> <li>• Monitoring of the performance of treatment plants and receiving waters and Controls of sewage sludge disposal and re-use, and treated waste water re-use</li> </ul>	<p>IIA Objectives should include priorities to minimise adverse effects on ground and/or surface water.</p>
<b>EC (2011) A Resource- Efficient Europe- Flagship Initiative Under the Europe 2020 Strategy, Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions (COM 2011/21)</b>		
<p>This flagship initiative aims to create a framework for policies to support the shift towards a resource-efficient and low-carbon economy which will help to:</p> <ul style="list-style-type: none"> <li>• Boost economic performance while reducing resource use;</li> <li>• Identify and create new opportunities for economic growth and greater innovation and boost the EU's competitiveness;</li> <li>• Ensure security of supply of essential resources; and</li> <li>• Fight against climate change and limit the environmental impacts of resource use.</li> </ul>	<p>Each Member State has a target calculated according to the share of energy from renewable sources in its gross final consumption for 2020. The UK is required to source 15 per cent of energy needs from renewable sources, including biomass, hydro, wind and solar power by 2020.</p> <p>From 1 January 2017, biofuels and bioliquids share in emissions savings should be increased to 50 per cent.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan policies should take into account the objectives of the Flagship Initiative.</li> <li>• The IIA Framework should include objectives and guide questions that relate to resource use.</li> </ul>
<b>EC (2013) Seventh Environmental Action Programme to 2020 'Living well, within the limits of our planet'</b>		
<p>The Directive establishes a set of binding measures to help the EU reach its 20% energy efficiency target by 2020. Under the Directive, all EU countries are required to use energy more efficiently at all stages</p>	<p>Specific measures relate to:</p> <ul style="list-style-type: none"> <li>• Energy distributors achieving 1.5% energy savings per year through energy efficiency measures;</li> <li>• Improving the efficiency of heating systems, installing double glazed windows or insulating roofs;</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to contribute towards targets for energy efficiency.</li> <li>• The IIA Framework should include consideration of energy consumption and efficiency.</li> </ul>

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
of the energy chain from its production to final consumption.	<ul style="list-style-type: none"> <li>• Purchasing energy efficient buildings, products and services, and performing energy efficient renovations;</li> <li>• Access to data on consumption;</li> <li>• Large companies to audit energy consumption (implemented in the UK through the Energy Savings Opportunity Scheme Regulations 2014);</li> <li>• National incentives for SMEs to undergo energy audits; and</li> <li>• Monitoring efficiency levels in new energy generation capacities.</li> </ul>	
<b>EC (2013) Towards Social Investment for Growth and Cohesion – including implementing the European Social Fund 2014-2020</b>		
The Communication aims to direct Member States' policies towards social investment throughout life, with a view to ensuring the adequacy and sustainability of budgets for social policies. It also provides guidance to help reach the Europe 2020 targets by establishing a link between social policies, the reforms to reach the Europe 2020 targets and the relevant EU funds.	No target or indicators.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should have regard to the Europe 2020 targets.</li> <li>• The IIA Framework should include criteria relating to socio-economics.</li> </ul>
<b>EC (2014) A Policy Framework for Climate and Energy in the Period from 2020 to 2030</b>		
The 2030 Climate and Energy Framework was adopted in 2014 and builds on the 2020 targets. The greenhouse gas emissions and renewable energy targets are binding, while the energy efficiency target will be reviewed in 2020.	It sets three key targets for 2030: <ul style="list-style-type: none"> <li>• at least 40% cuts in greenhouse gas emissions (from 1990 levels);</li> <li>• at least 27% share for renewable energy; and</li> <li>• at least 27% improvement in energy efficiency.</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should support longer term targets for reducing greenhouse gas emissions, increasing renewable energy and energy efficiency.</li> <li>• The IIA Framework should include the consideration of energy and greenhouse gas emissions.</li> </ul>
<b>EC (2021) Strategy on Adaptation to Climate Change</b>		
Highlights the importance of continuing to tackle climate change as the effects of climate change continue to grow each year. Places considerable importance on tackling climate change to reduce the chance/severity of droughts. The document calls for more effective climate and emissions data to be produced and	No targets or indicators for the UK but the spirit and warnings of the document are relevant.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan policies should seek to boldly tackle climate change and the regions contribution to climate change.</li> <li>• The IIA Framework should include objectives and guide questions that relate to climate change/greenhouse gasses.</li> </ul>

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<p>analysed so that countries can better create and implement highly effective and ground-breaking climate change prevention plans.</p>		
<p><b>European Landscape Convention 2000 (became binding March 2007)</b></p>		
<ul style="list-style-type: none"> <li>Convention outlined the need to recognise landscape in law, to develop landscape policies dedicated to the protection, management and creation of landscapes, and to establish procedures for the participation of the general public and other stakeholders in the creation and implementation of landscape policies. It also encourages the integration of landscape into all relevant areas of policy, including cultural, economic and social policies.</li> </ul>	<p>Specific measures include:</p> <ul style="list-style-type: none"> <li>raising awareness of the value of landscapes among all sectors of society, and of society's role in shaping them;</li> <li>promoting landscape training and education among landscape specialists, other related professions, and in school and university courses;</li> <li>the identification and assessment of landscapes, and analysis of landscape change, with the active participation of stakeholders;</li> <li>setting objectives for landscape quality, with the involvement of the public; and</li> <li>the implementation of landscape policies, through the establishment of plans and practical programmes.</li> </ul>	<ul style="list-style-type: none"> <li>IIA objectives must consider the outcomes of the convention should feed into the Review of the Adopted Local Plan and associated documents.</li> </ul>
<p><b>European Union EU European Employment Strategy</b></p>		
<p>Seeks to engender full employment, quality of work and increased productivity as well as the promotion of inclusion by addressing disparities in access to labour markets.</p>	<ul style="list-style-type: none"> <li>No formal targets.</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should deliver policies which support these aims</li> <li>The SA assessment framework should assess employment levels, quality of work and social inclusion</li> </ul>
<p><b>EU Nitrates Directive (91/676/EEC)</b></p>		
<p>This Directive has the objective of:</p> <ul style="list-style-type: none"> <li>reducing water pollution caused or induced by nitrates from agricultural sources; and</li> <li>preventing further such pollution.</li> </ul>	<ul style="list-style-type: none"> <li>Provides for the identification of vulnerable areas.</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan should consider impacts of development upon any identified nitrate sensitive areas where such development falls to be considered within its scope.</li> <li>Policies should consider objective to promote environmentally sensitive agricultural practices.</li> </ul>
<p><b>EU Packaging and Packaging Waste Directive (94/62/EC)</b></p>		

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<p>This Directive aims to harmonize national measures concerning the management of packaging and packaging waste in order, on the one hand, to prevent any impact thereof on the environment of all Member States as well as of third countries or to reduce such impact, thus providing a high level of environmental protection, and, on the other hand, to ensure the functioning of the internal market and to avoid obstacles to trade and distortion and restriction of competition within the Community.</p> <p>To this end this Directive lays down measures aimed, as a first priority, at preventing the production of packaging waste and, as additional fundamental principles, at reusing packaging, at recycling and other forms of recovering packaging waste and, hence, at reducing the final disposal of such waste.</p>	<p>No later than five years from the date by which this Directive must be implemented in national law (1996), between 50 % as a minimum and 65 % as a maximum by weight of the packaging waste will be recovered.</p> <p>Within this general target, and with the same time limit, between 25 % as a minimum and 45 % as a maximum by weight of the totality of packaging materials contained in packaging waste will be recycled with a minimum of 15 % by weight for each packaging material.</p>	<ul style="list-style-type: none"> <li>• Again, while this directive dictates national legislation, the Review of the Adopted Local Plan itself can play an important role in controlling or providing a basis for better waste management.</li> <li>• These targets are incorporated in national legislation – so Review of the Adopted Local Plan must adhere to them as appropriate.</li> </ul>
<p><b>Drinking Water Directive (98/83/EC)</b></p>		
<p>Provides for the quality of drinking water.</p>	<ul style="list-style-type: none"> <li>• Standards are legally binding.</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan should recognise that development can impact upon water quality and include policies to protect the resources.</li> <li>• The IIA Framework should consider objectives relating to water quality</li> </ul>
<p><b>EU Directive on the Landfill of Waste (99/31/EC)</b></p>		
<p>Sets out requirements to ensuring that where landfilling takes place the environmental impacts are understood and mitigated against.</p>	<p>By 2006 biodegradable municipal waste going to landfills must be reduced to 75% of the total amount (by weight) of biodegradable municipal waste produced in 1995 or the latest year before 1995 for which standardised Eurostat data is available.</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan should take into consideration landfilling with respect to environmental factors.</li> <li>• IIA Objectives should include priorities to minimise waste, increased recycling and re-use.</li> </ul>
<p><b>EU Water Framework Directive (2000/60/EC)</b></p>		

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<p>Establishes a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater which:</p> <ul style="list-style-type: none"> <li>Prevents further deterioration and protects and enhances the status of aquatic ecosystems and, with regard to their water needs, terrestrial ecosystems and wetlands directly depending on the aquatic ecosystems;</li> <li>Promotes sustainable water use based on a long-term protection of available water resources;</li> <li>Aims at enhanced protection and improvement of the aquatic environment, inter alia, through specific measures for the progressive reduction of discharges, emissions and losses of priority substances and the cessation or phasing-out of discharges, emissions and losses of the priority hazardous substances;</li> <li>Ensures the progressive reduction of pollution of groundwater and prevents its further pollution, and</li> <li>Contributes to mitigating the effects of floods and droughts.</li> </ul>	<ul style="list-style-type: none"> <li>The achievement of "good status" for chemical and biological river quality. Production of River Basin Management Plans.</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan policies should consider how the water environment can be protected and enhanced. This will come about through reducing pollution and abstraction.</li> <li>The IIA Framework should considers effects upon water quality and resource.</li> <li>Protection and enhancement of water courses can be can also come about through physical modification. Spatial planning will need to consider whether watercourse enhancement can be achieved through working with developers.</li> </ul>
<b>European Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment (SEA Directive)</b>		
<p>The SEA Directive provides the following requirements for consultation:</p> <ul style="list-style-type: none"> <li>Authorities which, because of their environmental responsibilities, are likely to be concerned by the effects of implementing the plan or</li> </ul>	<p>Directive contains no formal targets.</p>	<ul style="list-style-type: none"> <li>Directive sets the basis for SEA as a whole and therefore indirectly covers all objectives.</li> </ul>

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<p>programme, must be consulted on the scope and level of detail of the information to be included in the Environmental Report. These authorities are designated in the SEA Regulations as the Consultation Bodies (Consultation Authorities in Scotland).</p> <ul style="list-style-type: none"> <li>• The public and the Consultation Bodies must be consulted on the draft plan or programme and the Environmental Report, and must be given an early and effective opportunity within appropriate time frames to express their opinions.</li> <li>• Other EU Member States must be consulted if the plan or programme is likely to have significant effects on the environment in their territories.</li> <li>• The Consultation Bodies must also be consulted on screening determinations on whether SEA is needed for plans or programmes under Article 3(5), i.e. those which may be excluded if they are not likely to have significant environmental effects.</li> </ul>		
<p><b>EU Directive 2002/91/EC (2002) Directive 2002/91/EC on the Energy Performance of Buildings</b></p>		
<p>The European Union Energy Performance of Buildings Directive was published in the Official Journal on the 4th January 2003. The overall objective of the Directive is to <i>promote the improvement of energy performance of buildings within the Community taking into account outdoor</i></p>	<p>It aims to reduce the energy consumption of buildings by improving efficiency across the EU through the application of minimum requirements and energy use certification.</p>	<ul style="list-style-type: none"> <li>• The Directive will help manage energy demand and thus reduce consumption. As a result it should help reduce greenhouse gas emissions, and ensure future energy security.</li> </ul>

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<p><i>climate and local conditions as well as indoor climate requirements and cost effectiveness.</i></p> <p>The Directive highlights how the residential and tertiary sectors, the majority of which are based in buildings, accounts for 40% of EU energy consumption.</p>		
<p><b>EU Environmental Noise Directive (Directive 2002/49/EC)</b></p>		
<p>The underlying principles of the Directive are similar to those underpinning other overarching environment policies (such as air or waste), i.e.:</p> <ul style="list-style-type: none"> <li>Monitoring the environmental problem; by requiring competent authorities in Member States to draw up "strategic noise maps" for major roads, railways, airports and agglomerations, using harmonised noise indicators Lden (day-evening-night equivalent level) and Lnight (night equivalent level). These maps will be used to assess the number of people annoyed and sleep-disturbed respectively throughout Europe;</li> <li>Informing and consulting the public about noise exposure, its effects, and the measures considered to address noise, in line with the principles of the Aarhus Convention;</li> <li>Addressing local noise issues by requiring competent authorities to draw up action plans to reduce noise where necessary and maintain environmental noise quality where it</li> </ul>	<ul style="list-style-type: none"> <li>No targets or indicators, leaving issues at the discretion of the competent authorities.</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan will need to have regard to the requirements of the Environmental Noise Directive.</li> <li>The IIA Framework should include for the protection against excessive noise.</li> </ul>

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<p>is good. The directive does not set any limit value, nor does it prescribe the measures to be used in the action plans, which remain at the discretion of the competent authorities;</p> <p>Developing a long-term EU strategy, which includes objectives to reduce the number of people affected by noise in the longer term, and provides a framework for developing existing Community policy on noise reduction from source. With this respect, the Commission has made a declaration concerning the provisions laid down in Article 1.2 with regard to the preparation of legislation relating to sources of noise.</p>		
<p><b>EU Bathing Waters Directive 2006/7/EC</b></p>		
<p>Sets standards for the quality of bathing waters in terms of:</p> <ul style="list-style-type: none"> <li>• the physical, chemical and microbiological parameters;</li> <li>• the mandatory limit values and indicative values for such parameters; and</li> <li>• the minimum sampling frequency and method of analysis or inspection of such water.</li> </ul>	<ul style="list-style-type: none"> <li>• Standards are legally binding.</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan should recognise that development can impact upon water quality and include policies to protect the resources.</li> <li>• The IIA Framework should consider objectives relating to water quality</li> </ul>
<p><b>EU (2006) Renewed EU Sustainable Development Strategy</b></p>		
<p>In June 2001, the first European sustainable development strategy was agreed by EU Heads of State. The Strategy sets out how the EU can meet the needs of present generations without compromising the ability of future</p>	<p>The overall objectives in the Strategy are to:</p> <ul style="list-style-type: none"> <li>• Safeguard the earth's capacity to support life in all its diversity, respect the limits of the planet's natural resources and ensure a high level of protection and improvement of the quality of the environment. Prevent and reduce environmental pollution and promote sustainable consumption and production to break the link between economic growth and environmental degradation;</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should aim to create a pattern of development consistent with the objectives of the Strategy and in turn promote sustainable development.</li> </ul>

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<p>generations to meet their needs. The Strategy proposes headline objectives and lists seven key challenges:</p> <ul style="list-style-type: none"> <li>• Climate change and clean energy;</li> <li>• Sustainable transport;</li> <li>• Sustainable consumption and production;</li> <li>• Conservation and management of natural resources;</li> <li>• Public health;</li> <li>• Social inclusion, demography and migration; and</li> <li>• Global poverty.</li> </ul>	<ul style="list-style-type: none"> <li>• Promote a democratic, socially inclusive, cohesive, healthy, safe and just society with respect for fundamental rights and cultural diversity that creates equal opportunities and combats discrimination in all its forms;</li> <li>• Promote a prosperous, innovative, knowledge-rich, competitive and eco-efficient economy which provides high living standards and full and high-quality employment throughout the European Union and</li> <li>• Encourage the establishment and defend the stability of democratic institutions across the world, based on peace, security and freedom. Actively promote sustainable development worldwide and ensure that the European Union's internal and external policies are consistent with global sustainable development and its international commitments.</li> </ul>	
<b>EU Floods Directive 2007/60/EC</b>		
<p>Aims to provide a consistent approach to managing flood risk across Europe.</p>	<p>The approach is based on a 6 year cycle of planning which includes the publication of Preliminary Flood Risk Assessments, hazard and risk maps and flood risk management plans. The Directive is transposed into English law by the Flood Risk Regulations 2009.</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan should recognise that development can impact vulnerability to flooding and increase risk due to climate change.</li> <li>• The IIA Framework should considers objectives relating to flood risk.</li> </ul>
<b>EU Air Quality Directive (2008/50/EC) and previous directives (96/62/EC; 99/30/EC; 2000/69/EC &amp; 2002/3/EC)</b>		
<p>New Directive provided that most of existing legislation be merged into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives. Relevant objectives include:</p> <ul style="list-style-type: none"> <li>• Maintain ambient air quality where it is good and improve it in other cases; and</li> <li>• Maintain ambient-air quality where it is good and improve it in other cases with respect to sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead.</li> </ul>	<ul style="list-style-type: none"> <li>• No targets or indicators.</li> <li>• Includes thresholds for pollutants.</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan policies should consider the maintenance of good air quality and the measures that can be taken to improve it through, for example, an encouragement to reduce vehicle movements.</li> <li>• The IIA Framework should include objectives relating to air quality</li> </ul>

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<b>EU Directive on the Conservation of Wild Birds (79/409/EEC)</b>		
<p>Identifies 181 endangered species and sub-species for which the Member States are required to designate Special Protection Areas.</p> <p>Makes it a legal requirement that EU countries make provision for the protection of birds. This includes the selection and designation of Special Protection Areas.</p>	<p>Target Actions include:</p> <ul style="list-style-type: none"> <li>• Creation of protected areas;</li> <li>• Upkeep and management; and</li> <li>• Re-establishment of destroyed biotopes.</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan should include policies to protect and enhance wild bird populations, including the protection of SPAs.</li> <li>• The IIA Framework should consider objectives to protect and enhance biodiversity including wild birds.</li> </ul>
<b>EU Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (92/43/EEC) &amp; Subsequent Amendments</b>		
<p>Directive seeks to conserve natural habitats. Conservation of natural habitats Requires member states to identify special areas of conservation and to maintain, where necessary landscape features of importance to wildlife and flora.</p> <p>The amendments in 2007:</p> <ul style="list-style-type: none"> <li>• simplify the species protection regime to better reflect the Habitats Directive;</li> <li>• provide a clear legal basis for surveillance and monitoring of European protected species (EPS);</li> <li>• toughen the regime on trading EPS that are not native to the UK;</li> <li>• ensure that the requirement to carry out appropriate assessments on water abstraction consents and land use plans is explicit.</li> </ul>	<p>There are no formal targets or indicators.</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan policies should seek to protect landscape features of habitat importance.</li> <li>• The IIA Framework objectives should include priorities for the protection of landscape features for ecological benefit.</li> </ul>
<b>EU Directive on Waste (Directive 75/442/EEC, 2006/12/EC 2008/98/EC as amended)</b>		
<p>Seeks to prevent and to reduce the production of waste and its impacts. Where necessary waste should be</p>	<p>Promotes the development of clean technology to process waste, promoting recycling and re-use.</p> <p>The Directive contains a range of provision including:</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan policies should seek to minimise waste, and the environmental effects caused by it. Policies should promote recycling and re-use.</li> </ul>

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<p>disposed of without creating environmental problems</p> <p>Seeks to protect the environment and human health by preventing or reducing the adverse impacts of the generation and management of waste and by reducing overall impacts of resource use and improving the efficiency of such use.</p>	<ul style="list-style-type: none"> <li>The setting up of separate collections of waste where technically, environmentally and economically practicable and appropriate to meet the necessary quality standards for the relevant recycling sectors – including by 2015 separate collection for at least paper, metal, plastic and glass<sup>5</sup>.</li> <li>Household waste recycling target – the preparing for re-use and the recycling of waste materials such as at least paper, metal, plastic and glass from households and possibly other origins as far as these waste streams are similar to waste from households, must be increased to a minimum of 50% by weight by 2020.</li> <li>Construction and demolition waste recovery target – the preparing for re-use, recycling and other material recovery of non-hazardous construction and demolition waste must be increased to a minimum of 70% by weight by 2020.</li> </ul>	<ul style="list-style-type: none"> <li>IIA Objectives should include priorities to minimise waste, increased recycling and re-use.</li> </ul>
<b>EU Renewable Energy Directive (2009/28/EC)</b>		
<p>This Directive establishes a common framework for the use of energy from renewable sources in order to limit greenhouse gas emissions and to promote cleaner transport. It encourages energy efficiency, energy consumption from renewable sources and the improvement of energy supply.</p>	<p>Each Member State to achieve a 10% minimum target for the share of energy from renewable sources by 2020</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should contribute towards increasing the proportion of energy from renewable energy sources where appropriate</li> <li>The IIA Framework should include consideration of use of energy from renewable energy sources</li> </ul>
<b>EU Biodiversity Strategy to 2020 – towards implementation</b>		
<p>The European Commission has adopted an ambitious new strategy to halt the loss of biodiversity and ecosystem services in the EU by 2020.</p> <ul style="list-style-type: none"> <li>The strategy provides a framework for action over the next decade and covers the following key areas:</li> <li>Conserving and restoring nature;</li> <li>Maintaining and enhancing ecosystems and their services;</li> <li>Ensuring the sustainability of agriculture, forestry and fisheries;</li> <li>Combating invasive alien species;</li> </ul>	<p>There are six main targets, and 20 actions to help Europe reach its goal.</p> <p>The six targets cover:</p> <ol style="list-style-type: none"> <li>1. Full implementation of EU nature legislation to protect biodiversity</li> <li>2. Better protection for ecosystems, and more use of green infrastructure</li> <li>3. More sustainable agriculture and forestry</li> <li>4. Better management of fish stocks</li> <li>5. Tighter controls on invasive alien species</li> <li>6. A bigger EU contribution to averting global biodiversity loss</li> </ol>	<p>The Review of the Adopted Local Plan should seek to protect and enhance biodiversity.</p>

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<ul style="list-style-type: none"> <li>Addressing the global biodiversity crisis.</li> </ul>		
<b>EU (2015) Invasive Alien Species Regulation (1143/2014/EU)</b>		
<p>This Regulation seeks to address the problem of invasive alien species in a comprehensive manner in order to protect native biodiversity and ecosystem services, as well as to minimize and mitigate the human health or economic impacts that these species can have.</p>	<p>No targets or indicators</p>	<p>The SEA assessment framework should include guide questions relating to invasive species.</p>
<b>The Convention for the Protection of the Architectural Heritage of Europe (Granada Convention)</b>		
<p>The Convention for the protection of the architectural heritage of Europe is a legally binding instrument which set the framework for an accurate conservation approach within Europe.</p> <p>The following objectives are identified:</p> <ul style="list-style-type: none"> <li>Support the idea of solidarity and cooperation among European Parties, in relation to heritage conservation.</li> <li>It includes principles of "conservation policies" within the framework of European cooperation.</li> </ul> <p>Strengthen and promote policies for the conservation and development of cultural heritage in Europe.</p>	<p>No specific target identified.</p>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan policies should ensure that the historic environment is conserved and enhanced.</li> <li>The IIA Framework should include objectives relating to conservation and enhancement of the historic environment.</li> </ul>
<b>The European Convention on the Protection of Archaeological Heritage (Valetta Convention)</b>		
<p>This Convention aims to protect the European archaeological heritage as a source of European collective memory and as an instrument for historical and scientific study.</p>	<p>No specific target identified.</p>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan policies should ensure that the historic environment is conserved and enhanced.</li> <li>The IIA Framework should include objectives relating to conservation and enhancement of the historic environment.</li> </ul>

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<b>EU (2020) Biodiversity Strategy to 2030</b>		
<p>This document outlines the EU's strategy for biodiversity up to 2030. It seeks to cause considerable recovery to Europe's biodiversity and to safeguard Europe from the following threats:</p> <ul style="list-style-type: none"> <li>• the impacts of climate change</li> <li>• forest fires</li> <li>• food insecurity</li> <li>• disease outbreaks – including protecting wildlife and fighting illegal wildlife trade</li> </ul> <p>The EU seeks to establish:</p> <ul style="list-style-type: none"> <li>• A large EU-wide network of protected areas on land and sea</li> <li>• An EU nature restoration plan</li> <li>• Introduce measures to enable the necessary transformative change</li> <li>• Introduce measures to tackle the global biodiversity challenge.</li> </ul>	<p>None binding for the UK but the spirit and motivations of the document should be considered.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to protect local biodiversity and important designations.</li> <li>• The IIA Framework should afford protection to biodiversity assets.</li> </ul>
<b>UNESCO World Heritage Convention (1972)</b>		
<p>The World Heritage Convention sets out the duties of States Parties in identifying potential sites and their role in protecting and preserving them. By signing the Convention, each country pledges to conserve not only the World Heritage sites situated on its territory, but also to protect its national heritage. The States Parties are encouraged to integrate the protection of the cultural and natural heritage into regional planning programmes, set up staff and services at their sites, undertake</p>	<p>No specific target identified.</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan policies should ensure that the historic environment is conserved and enhanced.</li> <li>• The IIA Framework should include objectives relating to conservation and enhancement of the historic environment.</li> </ul>

## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
scientific and technical conservation research and adopt measures which give this heritage a function in the day-to-day life of the community.		
<b>UNFCCC (1997) The Kyoto Protocol to the UNFCCC</b>		
The Kyoto Protocol to the UNFCCC established the first policy that actively aims to reduce greenhouse gas emissions by industrialised countries.	Construction is a significant source of greenhouse gas emissions due to the consumption of materials and use of energy. The Kyoto Protocol aims to reduce greenhouse gas emissions of the UK by 12.5%, compared to 1990 levels, by 2008 – 2012.	<ul style="list-style-type: none"> <li>The Kyoto Protocol is influential to achieving sustainable development as it encourages transition to a low carbon economy. Therefore it is an integral factor in planning documents.</li> </ul>
<b>UN (2016) The Paris Agreement</b>		
The Paris Agreement's central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius. Additionally, the agreement aims to strengthen the ability of countries to deal with the impacts of climate change. To reach these ambitious goals, appropriate financial flows, a new technology framework and an enhanced capacity building framework will be put in place, thus supporting action by developing countries and the most vulnerable countries, in line with their own national objectives.	No targets or indicators	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should aim to reduce emissions.</li> <li>The IIA Framework should include greenhouse gas emissions.</li> </ul>
<b>UN (2021) COP26</b>		
COP26 was the most recent, UN organised, meeting of world leaders and important people/businesses in order to create goals for the world to meet in order	UK is required to make considerable progress on the four driving actions.	<ul style="list-style-type: none"> <li>The COP26 is an influential and most recent global agreement that the UK is committed to in order to further make progress on reducing its contribution to climate change and is</li> </ul>

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<p>to address climate change. Representatives of nearly 200 countries attended the event. The following four driving actions were established, with every country in attendance being expected to take action and progress these driving actions:</p> <ul style="list-style-type: none"> <li>• Mitigation – reducing emissions</li> <li>• Adaptation – helping those already impacted by climate change</li> <li>• Finance – enabling countries to deliver on their climate goals</li> <li>• Collaboration – working together to deliver even greater action.</li> </ul>		<p>therefore an integral factor in planning documents.</p>
<p><b>World Commission on Environment and Development (1987) Our Common Future (The Brundtland Report)</b></p>		
<p>The Brundtland Report is concerned with the world's economy and its environment. The objective is to provide an expanding and sustainable economy while protecting a sustainable environment. The Report was an call by the United Nations:</p> <ul style="list-style-type: none"> <li>• to propose long-term environmental strategies for achieving sustainable development by the year 2000 and beyond;</li> <li>• to recommend ways concern for the environment may be translated into greater co-operation among countries of the global South and between countries at different stages of economical and social development and lead to the achievement of common and mutually supportive objectives that take account of the interrelationships</li> </ul>	<p>The report issued a multitude of recommendations with the aim of attaining sustainable development and addressing the problems posed by a global economy that is intertwined with the environment.</p>	<ul style="list-style-type: none"> <li>• The Brundtland Report provided the original definition of sustainable development. The accumulated effect of the IIA Objectives seek to achieve sustainable development.</li> </ul>

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<p>between people, resources, environment, and development;</p> <ul style="list-style-type: none"> <li>to consider ways and means by which the international community can deal more effectively with environment concerns; and</li> <li>to help define shared perceptions of long-term environmental issues and the appropriate efforts needed to deal successfully with the problems of protecting and enhancing the environment, a long term agenda for action during the coming decades, and aspirational goals for the world community.</li> </ul>		
<p><b>The World Summit on Sustainable Development (WSSD), Johannesburg, September 2002 - Commitments arising from Johannesburg Summit (2002)</b></p>		
<p>Sustainable consumption and production patterns. Accelerate the shift towards sustainable consumption and production - 10-year framework of programmes of action; Reverse trend in loss of natural resources. Renewable Energy and Energy efficiency. Urgently and substantially increase [global] share of renewable energy. Significantly reduce rate of biodiversity loss by 2010.</p>	<p>No targets or indicators, however actions include:</p> <ul style="list-style-type: none"> <li>Greater resource efficiency;</li> <li>Support business innovation and take-up of best practice in technology and management;</li> <li>Waste reduction and producer responsibility; and</li> <li>Sustainable consumer consumption and procurement.</li> </ul> <p>Create a level playing field for renewable energy and energy efficiency.</p> <ul style="list-style-type: none"> <li>New technology development</li> <li>Push on energy efficiency</li> <li>Low-carbon programmes</li> <li>Reduced impacts on biodiversity.</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan can encourage greater efficiency of resources. Ensure policies cover the action areas.</li> <li>The Review of the Adopted Local Plan can encourage renewable energy. Ensure policies cover the action areas.</li> <li>The Review of the Adopted Local Plan can protect and enhance biodiversity. Ensure policies cover the action areas.</li> </ul>
<p><b>National Plans and Programmes</b></p>		
<p><b>Department for Business, Energy &amp; Industrial Strategy (DBEI) (2017) Clean Growth Strategy</b></p>		
<p>In the context of the UK's legal requirements under the Climate Change Act, our approach to reducing emissions has two guiding objectives:</p>	<p>Undergoing consultation so does not include fixed targets, however it discusses options for a number of sectors including:</p> <ul style="list-style-type: none"> <li>Improving business and industry efficiency;</li> <li>Improving our homes;</li> <li>Shifting to low carbon transport;</li> <li>Delivering clean, smart, flexible power;</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan policies should seek to promote low carbon growth.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>1. To meet our domestic commitments at the lowest possible net cost to UK taxpayers, consumers and businesses.</p> <p>2. To maximise the social and economic benefits for the UK from this transition.</p>	<ul style="list-style-type: none"> <li>Enhancing the benefits of natural resources; and</li> <li>Leading in the public sector.</li> </ul>	
<p><b>DBEI (2018) Industrial Strategy: building a Britain fit for the future</b></p>		
<p>This document provides the industrial strategy for the UK. It seeks to:</p> <ul style="list-style-type: none"> <li>put the UK at the forefront of the artificial intelligence and data revolution;</li> <li>maximise the advantages for the UK industry from the global shift to clean growth;</li> <li>become a world leader in shaping the future of mobility; and</li> <li>harness the power of innovation to help meet the needs of an ageing society.</li> </ul> <p>Innovation is at the heart of the strategy to ensure the industry of the UK is suitable for future needs and maximises economic growth.</p>	<p>Industries within the UK are required to be in conformity to this document and pursue its aims. The Review of the Adopted Local Plan should be constructed with the aims of this strategy in mind, though the document is broad and country wide in its approach and therefore does not contain relevant specific targets or indicators.</p>	<ul style="list-style-type: none"> <li>Consider how the Review of the Adopted Local Plan can encourage industries to meet the requirements of the Industrial Strategy.</li> <li>The IIA Framework should reflect the aims of the Industrial Strategy.</li> </ul>
<p><b>DBEI (2021) Carbon Budgets – Fourth to Sixth Carbon Budgets</b></p>		
<p>The government has committed itself to several carbon budgets, with the sixth carbon budget being the most up to date and committing the government to certain climate targets for the future. The Fifth Carbon Budget established that for 2028-2032, 1,725 MtDM7e of carbon emissions would be produced. The Sixth Carbon Budget established a carbon</p>	<p>The carbon budgets are country wide and too broad/large scale to contain objectives specific to the Review of the Adopted Local Plan. The Review of the Adopted Local Plan should consider the spirit of the carbon budgets, with a general target to reduce the regions contribution to climate change.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should result in the region reducing its contribution to climate change through reducing the amount of greenhouse gases it produces.</li> <li>The IIA Framework should seek to ensure the regions contribution to producing greenhouse gases is reduced.</li> </ul>

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<p>budget of 965 MtDM7e for the period of 2033-2037.</p> <p>The carbon budgets overall seek to ensure that the UK steadily brings down its carbon contributions through binding targets.</p>		
<p><b>Department for Culture, Media and Sport (DCMS) (2001) The Historic Environment: A Force for our Future</b></p>		
<p>Report sets the following objectives:</p> <ul style="list-style-type: none"> <li>public interest in the historic environment is matched by firm leadership, effective partnerships, and the development of a sound knowledge base from which to develop policies;</li> <li>the full potential of the historic environment as a learning resource is realised;</li> <li>the historic environment is accessible to everybody and is seen as something with which the whole of society can identify and engage;</li> <li>the historic environment is protected and sustained for the benefit of our own and future generations; and</li> <li>the historic environment's importance as an economic asset is skilfully harnessed.</li> </ul>	<p>No key targets.</p>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan policies should ensure the historic environment is utilised as both a learning resource and an economic asset, whilst ensuring it is sustained for future generations.</li> </ul>
<p><b>DCMS (2007) Heritage Protection for the 21st Century - White Paper</b></p>		
<p>The Consultation Paper has three core principles:</p> <ul style="list-style-type: none"> <li>Developing a unified approach to the historic environment;</li> <li>Maximising opportunities for inclusion and involvement; and</li> </ul>	<p>No formal targets, but a number of measures/recommendations.</p>	<ul style="list-style-type: none"> <li>The IIA Framework should include objectives which take into account the White Paper's principles.</li> </ul>

**APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES**

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>Supporting sustainable communities by putting the historic environment at the heart of an effective planning system.</li> </ul>		
<p><b>DCMS (2008) Play Strategy for England</b></p>		
<p>Strategy aims that:</p> <ul style="list-style-type: none"> <li>In every residential area there are a variety of supervised and unsupervised places for play, free of charge;</li> <li>Local neighbourhoods are, and feel like, safe, interesting places to play;</li> <li>Routes to children's play space are safe and accessible for all children and young people;</li> <li>Parks and open spaces are attractive and welcoming to children and young people, and are well maintained and well used;</li> <li>Children and young people have a clear stake in public space and their play is accepted by their neighbours;</li> <li>Children and young people play in a way that respects other people and property;</li> <li>Children and young people and their families take an active role in the development of local play spaces; and</li> <li>Play spaces are attractive, welcoming, engaging and accessible for all local children and young people, including disabled children, and children from minority groups in the community.</li> </ul>	<p>Every local authority will receive at least £1 million in funding, to be targeted on the children most in need of improved play opportunities.</p>	<ul style="list-style-type: none"> <li>IIA Objectives should seek to promote sport and physical activity and promote healthy lifestyles.</li> </ul>
<p><b>DCMS (2013) Scheduled Monuments &amp; Nationally Important but Non-Scheduled Monuments</b></p>		

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<p>This policy statement sets out Government policy on the identification, protection, conservation and investigation of nationally important ancient monuments, under the provisions of the Ancient Monuments and Archaeological Areas Act 1979. It includes principles relating to the selection of scheduled monuments and the determination of applications for scheduled monument consent.</p>	<p>No target or indicators.</p>	<ul style="list-style-type: none"> <li>The SA assessment framework should include specific objectives relating to cultural heritage</li> </ul>
<p><b>DCMS (2015) Sporting Future: A New Strategy for an Active Nation</b></p>		
<p>The key objectives set out within the Strategy are:</p> <ul style="list-style-type: none"> <li>maximising international and domestic sporting success and the impact of major events</li> <li>more people from every background regularly and meaningfully taking part in sport and physical activity, volunteering and experiencing live sport; and</li> <li>a more productive, sustainable and responsible sport sector</li> </ul>	<p>The strategy includes 23 key performance indicators covering a range of factors. Those of particular relevance for the Review of the Adopted Local Plan are:</p> <ul style="list-style-type: none"> <li>KPI 1 – Increase in percentage of the population taking part in sport and physical activity at least twice in the last month;</li> <li>KPI 2 – Decrease in percentage of people physically inactive (KPI 1 and 2 from Active Lives survey);</li> <li>KPI 3 – Increase in the percentage of adults utilising outdoor space for exercise/ health reasons (MENE survey); and</li> </ul> <p>KPI 18 - Percentage of publicly owned facilities with under-utilised capacity (through revised National Benchmarking Service).</p>	<p>This plan will be relevant in the development of sport and cycle route type facilities and should be considered in the early stage of development.</p>
<p><b>DCMS (2016) The Culture White Paper</b></p>		
<p>The White Paper is structured around four core themes:</p> <ul style="list-style-type: none"> <li>everyone should enjoy the opportunities culture offers, no matter where they start in life;</li> <li>the riches of our culture should benefit communities across the country;</li> <li>the power of culture can increase our international standing; and</li> </ul>	<p>The White Paper includes a broad variety of indicators against the four core themes. Those of most relevance are:</p> <ul style="list-style-type: none"> <li>increase culture at the heart of Local Plans;</li> <li>increase in heritage-led regeneration; and</li> <li>reduction in number of 'at risk' heritage sites</li> </ul>	<ul style="list-style-type: none"> <li>The IIA Framework should include objectives which take into account the White Paper's principles.</li> </ul>

## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>cultural investment, resilience and reform.</li> </ul>		
<b>Department for Communities and Local Government (DCLG) (2008) Living Working Countryside: The Taylor Review of Rural Economy and Affordable Housing</b>		
<p>This report considered how to boost the economic gain of a rural area through encouraging sustainable economic growth and reviewing the set of planning policy documents to streamline the process.</p>	<p>No formal targets however greater support should be given to local authorities in achieving appropriate levels of affordable housing, particularly through increased interaction with housing corporations and registered social landlords.</p>	<ul style="list-style-type: none"> <li>The SA should consider economic gains that are possible in the rural area, whilst addressing the issues of affordable housing in rural areas.</li> <li>The SA should aim to ensure that the plan has sustainability objectives for affordable housing and ensuring that the needs of all aspects of the community are being met.</li> </ul>
<b>DCLG (2014) Planning Policy for Traveller Sites</b>		
<p>This document sets out the Government's planning policy for traveller sites. It identifies the following aims:</p> <ul style="list-style-type: none"> <li>that local planning authorities should make their own assessment of need for the purposes of planning</li> <li>to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites</li> <li>to encourage local planning authorities to plan for sites over a reasonable timescale</li> <li>that plan-making and decision-taking should protect Green Belt from inappropriate development</li> <li>to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites</li> <li>that plan-making and decision-taking should aim to reduce the number of unauthorised</li> </ul>	<p>No formal targets are identified.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan will need to make appropriate provision for traveller sites, in accordance with national planning policy.</li> <li>IIA Framework should include a specific guide question relating to provision for travellers.</li> </ul>

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<p>developments and encampments and make enforcement more effective</p> <ul style="list-style-type: none"> <li>for local planning authorities to ensure that their Local Plans includes fair, realistic and inclusive policies</li> <li>to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply</li> <li>to reduce tensions between settled and traveller communities in plan making and planning decisions</li> <li>to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure</li> <li>for local planning authorities to have due regard to the protection of local amenity and local environment.</li> </ul>		
<b>DCLG (2023) Planning Practice Guidance</b>		
<p>Planning Practice Guidance is designed to support the NPPF. It reflects the objectives of the NPPF which are not repeated here.</p>	<p>No formal targets identified,</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should reflect the Planning Practice Guidance.</li> <li>The IIA Framework should reflect the principles of the NPPF and the Planning Practice Guidance.</li> </ul>
<b>DCLG (2014) National Planning Policy for Waste</b>		
<p>Sets out detailed waste planning policies for local authorities. States that planning authorities need to:</p> <ul style="list-style-type: none"> <li>Need to use a proportionate evidence base in preparing Local Plans</li> </ul>	<p>The overall objective of the policy is to provide sustainable development by protecting the environment and human health by producing less waste and by using it as a resource wherever possible.</p>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan should consider opportunities to reduce waste and encourage recycling and composting e.g. integration of recycling and composting facilities into new development and use of recycled materials in new buildings.</li> </ul>

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<ul style="list-style-type: none"> <li>Identify sufficient opportunities to meet the identifies needs of their area for the management of waste streams</li> <li>Identifying suitable sites and areas</li> </ul>		<ul style="list-style-type: none"> <li>IIA Framework should consider objectives which relate to re-use, recycle and reduce.</li> </ul>
<b>DCLG (2014) Written Statement on Sustainable Drainage Systems</b>		
<p>This statement sets out that it is the Government's expectation that sustainable drainage systems will be provided in new developments wherever this is appropriate.</p>	<p>No specific targets identified.</p>	<p>The Review of the Adopted Local Plan should reflect the Government's commitment to sustainable drainage systems.</p>
<b>Department for Education (2014) Home to School Travel and Transport Guidance</b>		
<p>This guidance relates to home to school travel and transport, and sustainable travel. The guidance seeks to:</p> <ul style="list-style-type: none"> <li>Promote the use of sustainable travel and transport.</li> <li>Make transport arrangements for all eligible children.</li> </ul>	<p>No specific targets identified although minimum travel distances are identified.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should promote sustainable travel and transport.</li> <li>The IIA Framework should include IIA Objectives and/or guide questions relating to the promotion of sustainable travel and transport.</li> </ul>
<b>Department for Education (2016) DfE Strategy 2015 – 2020: World Class Education and Care</b>		
<p>This strategy is base around the following twelve strategic principles:</p> <ol style="list-style-type: none"> <li>Recruit, develop, support and retain teachers</li> <li>Strengthen school and system leadership</li> <li>Drive sustainable school improvement</li> <li>Embed clear and intelligent accountability</li> <li>Embed rigorous standards, curriculum and assessment</li> <li>Ensure access to quality places where they are needed 25</li> <li>Deliver fair and sustainable funding</li> <li>Reform 16-19 skills</li> </ol>	<p>No specific targets identified.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should reflect the principles set out in this Planning Statement where appropriate.</li> <li>The IIA Framework should include objectives and/or guide questions relating to educational provision.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
9. Develop early years strategy 10. Strengthen children's social care 11. Support and protect vulnerable children 12. Build character and resilience		
<b>Department for Energy and Climate Change (DECC) (2009) The UK Low Carbon Transition Plan: National Strategy for Climate and Energy</b>		
<p>This Paper plots out how the UK will meet the cut in emissions set out in the budget of 34% on 1990 levels by 2020. The Plan includes:</p> <ul style="list-style-type: none"> <li>• New money for a 'smart grid', and to help regions and local authorities prepare for and speed up planning decisions on renewable and low carbon energy whilst protecting legitimate environmental and local concerns;</li> <li>• Funding to significantly advance the offshore wind industry in the UK;</li> <li>• Funding to cement the UK's position as a global leader in wave and tidal energy;</li> <li>• Funding to explore areas of potential "hot rocks" to be used for geothermal energy;</li> <li>• Challenging 15 villages, towns or cities to be testbeds for piloting future green initiatives;</li> <li>• Support for anaerobic digestion;</li> <li>• Encouraging private funding for woodland creation; and</li> <li>• Reducing the amount of waste sent to landfill, and better capture of landfill emissions etc.</li> </ul>	<p>Sets out a vision that by 2020:</p> <ul style="list-style-type: none"> <li>• More than 1.2 million people will be in green jobs;</li> <li>• 7 million homes will have benefited from whole house makeovers, and more than 1.5 million households will be supported to produce their own clean energy;</li> <li>• Around 40 percent of electricity will be from low-carbon sources, from renewables, nuclear and clean coal;</li> <li>• We will be importing half the amount of gas that we otherwise would; and</li> <li>• The average new car will emit 40% less carbon than now.</li> </ul>	<ul style="list-style-type: none"> <li>• Strategy covers a number of IIA Objectives including climate change, energy and air quality; landscape; geology and biodiversity; and waste.</li> <li>• Review of the Adopted Local Plan &amp; associated documents must recognise the importance to cut emissions in line with national targets.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<b>Department for Food and Rural Affairs (2002) "Working with the grain of nature – A Biodiversity Strategy for England"</b>		
<p>The vision is for 'a country – its landscapes and water bodies, coasts and seas, towns and cities – where wild species and habitats are part of healthy functioning ecosystems; where we nurture, treasure and enhance our biodiversity, and where biodiversity is a natural consideration of policies and decisions, and in society as a whole.'</p>	<p>Agreement targets have been set to bring 95% of SSSIs into favourable condition by 2010 and to reverse the decline in farmland birds.</p> <p>Headline Indicators include:</p> <ul style="list-style-type: none"> <li>• The population of wild birds;</li> <li>• The condition of Sites of Special Scientific Interest;</li> <li>• Progress with Biodiversity Action Plans;</li> <li>• Area of land under agri-environment agreement;</li> <li>• Biological quality of rivers;</li> <li>• Fish stocks around the UK fished within safe limits;</li> <li>• Progress with Local Biodiversity Action Plans; and</li> <li>• Public attitudes to biodiversity.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop policies that support the vision emphasising biodiversity.</li> <li>• Include sustainability objectives and criteria that address the headline indicators.</li> <li>• Consider targets that require 95% of SSSI's within region to be of a favourable condition.</li> </ul>
<b>Defra (2004) Rural Strategy</b>		
<p>The Government's three priorities for rural policy are:</p> <p>1. Economic and Social Regeneration – supporting enterprise across rural England, but targeting greater resources at areas of greatest need.</p> <ul style="list-style-type: none"> <li>• Building on the economic success of the majority of rural areas.</li> <li>• Tackling the structural economic weaknesses and accompanying poor social conditions.</li> </ul> <p>2. Social Justice for All – tackling rural social exclusion wherever it occurs and providing fair access to services and opportunities for all rural people.</p> <ul style="list-style-type: none"> <li>• Social priorities are to ensure fair access to public services and affordable.</li> <li>• In both more and less prosperous areas, to tackle social exclusion wherever it occurs.</li> </ul>	<p>No targets or indicators.</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan policies should seek to support the overarching themes contained within the Rural Strategy. In particular promoting economic development in rural areas and tackling social exclusion, including the promotion of good access to services and facilities.</li> <li>• Policies to maintain and to enhance the quality of the countryside should also be considered.</li> <li>• The IIA Framework should consider policies that encompass the overarching actions of the strategy, in particular the promoting access to services and facilities, protecting the countryside and promoting appropriate economic development.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
3. Enhancing the Value of our Countryside – protecting the natural environment for this and future generations.		
<b>Defra (2007) Air Quality Strategy for England, Scotland, Wales and Northern Ireland</b>		
<p>The Strategy:</p> <ul style="list-style-type: none"> <li>sets out a way forward for work and planning on air quality issues;</li> <li>sets out the air quality standards and objectives to be achieved;</li> <li>introduces a new policy framework for tackling fine particles; and</li> <li>identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy's objectives.</li> </ul>	<p>The Air Quality Strategy sets out objectives for a range of pollutants that have not been reproduced here due to space constraints.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should take account of the Air Quality Strategy where there are likely to be issues relating to air quality</li> </ul>
<b>Defra (2007) Strategy for England's Trees, Woods and Forests (ETWFs)</b>		
<p>Key aims for government intervention in trees, woods and forests are:</p> <ul style="list-style-type: none"> <li>to secure trees and woodlands for future generations;</li> <li>to ensure resilience to climate change;</li> <li>to protect and enhance natural resources;</li> <li>to increase the contribution that trees, woods and forests make to our quality of life;</li> <li>and to improve the competitiveness of woodland businesses and products.</li> </ul> <p>These aims will form the basis on which the Delivery plan will be developed by Natural England and the Forestry Commission England (FCE). The strategy provides a national policy direction, which can be incorporated alongside regional</p>	<p>Strategy aims to create 2,200 hectares of wet woodland in England by 2010.</p>	<ul style="list-style-type: none"> <li>Plan policies to protect and enhance trees, woods and forests. In turn ensuring resilience to climate change.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
priorities within regional forestry frameworks.		
<b>Defra (2008) England Biodiversity Strategy Climate Change Adaptation Principles Conserving Biodiversity in a Changing Climate</b>		
<p>The report sets out a number of broad principles and goals including:</p> <ul style="list-style-type: none"> <li>• Conserve existing biodiversity</li> <li>• Conserve protected areas and other high quality areas</li> <li>• Reduce sources of harm not linked to climate</li> <li>• Use existing biodiversity legislation and international agreements</li> <li>• Conserve range and ecological variability of habitats and species</li> </ul>	No targets or indicators	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to support and protect existing habitats and species and ecological networks</li> </ul>
<b>Defra (2010) Making Space for Nature: A Review of England's Wildlife Sites and Ecological Network</b>		
<p>The report proposes the overall aim for England's ecological network should be to achieve a natural environment where, compared to the situation in 2000, biodiversity is enhanced with the diversity, functioning and resilience of ecosystems re-established in a network for nature that can sustain these levels into the future, even given continuing environmental change and human pressures</p>	<p>No formal targets or indicators but a number of recommendations are identified under the following themes:</p> <ul style="list-style-type: none"> <li>• Improve the management and condition of wildlife sites</li> <li>• Improve the protection and management of remaining wildlife habitats</li> <li>• Become better at deriving multiple benefits from the ways society interacts with the environment</li> <li>• Need for society to accept change in nature conservation is necessary, desirable and achievable.</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to preserve the ecological network</li> <li>• The IIA Framework should consider the ecological network in its objectives/guidance questions</li> </ul>
<b>Defra (2011) Safeguarding our Soils – A Strategy for England</b>		
<p>The strategy is underpinned by the following vision: By 2030, all England's soils will be managed sustainably and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations. Achieving this vision will mean that:</p>	No further targets identified.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to protect soil quality where appropriate.</li> <li>• The IIA Framework should include an objective/guide question relating to the effects of policies/proposals on soils.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>agricultural soils will be better managed and threats to them will be addressed;</li> <li>soils will play a greater role in the fight against climate change and in helping us to manage its impacts;</li> <li>soils in urban areas will be valued during development, and construction practices will ensure vital soil functions can be maintained; and</li> <li>pollution of our soils is prevented, and our historic legacy of contaminated land is being dealt with.</li> </ul>		
<p><b>Defra (2011) Biodiversity 2020: a Strategy for England's Wildlife and Ecosystem Services</b></p>		
<p>The Strategy is designed to help to deliver the objectives set out in the Natural Environment White Paper.</p>	<p>The strategy includes the following priorities:</p> <ul style="list-style-type: none"> <li>Creating 200,000 hectares of new wildlife habitats by 2020</li> <li>Securing 50% of SSSIs in favourable condition, while maintaining at least 95% in favourable or recovering condition</li> <li>Encouraging more people to get involved in conservation by supporting wildlife gardening and outdoor learning programmes</li> <li>Introducing a new designation for local green spaces to enable communities to protect places that are important to them</li> </ul>	<ul style="list-style-type: none"> <li>Develop policies that support the vision emphasising biodiversity.</li> </ul>
<p><b>Defra (2011) Natural Environment White Paper: The Natural Choice - Securing the Value of Nature</b></p>		
<p>The Natural Environment White paper sets out the Government's plans to ensure the natural environment is protected and fully integrated into society and economic growth.</p>	<p>The White Paper sets out four key aims:</p> <ol style="list-style-type: none"> <li>protecting and improving our natural environment;</li> <li>growing a green economy;</li> <li>reconnecting people and nature; and</li> <li>international and EU leadership, specifically to achieve environmentally and socially sustainable economic growth, together with food, water, climate and energy security and to put the EU on a path towards environmentally sustainable, low-carbon and resource-efficient growth, which is resilient to climate change, provides jobs and supports the wellbeing of citizens.</li> </ol>	<ul style="list-style-type: none"> <li>Develop policies that support the vision emphasising biodiversity.</li> </ul>
<p><b>Defra (2012) UK Post 2010 Biodiversity Framework</b></p>		

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>The Framework is to set a broad enabling structure for action across the UK between now and 2020:</p> <ul style="list-style-type: none"> <li>i. To set out a shared vision and priorities for UK- scale activities, in a framework jointly owned by the four countries, and to which their own strategies will contribute;</li> <li>ii. To identify priority work at a UK level which will be needed to help deliver the Aichi targets and the EU Biodiversity Strategy;</li> <li>iii. To facilitate the aggregation and collation of information on activity and outcomes across all countries of the UK, where the four countries agree this will bring benefits compared to individual country work; and</li> <li>iv. To streamline governance arrangements for UK- scale activity</li> </ul>	<p>The Framework sets out 20 new global 'Aichi targets' under 5 strategic goals</p> <ul style="list-style-type: none"> <li>• Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society</li> <li>• Reduce the direct pressures on biodiversity and promote sustainable use</li> <li>• To improve the status of biodiversity by safeguarding ecosystems species and genetic diversity</li> <li>• Enhance the benefits to all from biodiversity and ecosystem services</li> <li>• Enhance implementation through participatory planning, knowledge management and capacity building</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan policies should seek to protect biodiversity</li> <li>• The IIA Framework should ensure that the objectives of biodiversity conservation and enhancement are taken into consideration.</li> </ul>
<b>Defra (2013) The National Adaptation Programme – Making the Country Resilient to a Changing Climate</b>		
<p>This Programme contains a mix of policies and actions to help adapt successfully to future weather conditions, by dealing with the risks and making the most of the opportunities.</p> <p>It sets out a number of objectives, including:</p> <ul style="list-style-type: none"> <li>• To provide a clear Local Plan framework to enable all participants in the planning system to deliver sustainable new development, including infrastructure that minimises vulnerability and provides</li> </ul>	<p>The Programme identifies a number of actions although no formal targets are identified.</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan proposals should seek to adapt to the effect of climate change.</li> <li>• The IIA Framework should include an objective/guide question relating to climate change adaptation.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>resilience to the impacts of climate change.</p> <ul style="list-style-type: none"> <li>To increase the resilience of homes and buildings by helping people and communities to understand what a changing climate could mean for them and to take action to become resilient to climate risks.</li> <li>To ensure infrastructure is located, planned, designed and maintained to be resilient to climate change, including increasingly extreme weather events.</li> </ul>		
<p><b>Defra (2021) Waste Management Plan for England</b></p>		
<p>Sets out the Government's ambition to work towards a more sustainable and efficient approach to resource use and management. The document includes measures to:</p> <ul style="list-style-type: none"> <li>Encourage reduction and management of packaging waste</li> <li>Promote high quality recycling</li> <li>Encourage separate collection of bio-waste</li> <li>Promote the re-use of products and preparing for re-use activities</li> </ul>	<p>The Plan seeks to ensure that by 2035:</p> <ul style="list-style-type: none"> <li>the preparing for re-use and the recycling of municipal waste is increased to a minimum of 65% by weight.</li> <li>the amount of municipal waste landfilled is reduced to 10% or less of the total amount of municipal waste generated (by weight).</li> </ul> <p>Local waste plans should:</p> <ul style="list-style-type: none"> <li>promote high quality recycling including the setting up of separate collections of waste where technically, environmentally and economically practicable and appropriate to meet the necessary quality standards for the relevant recycling sectors.</li> <li>include measures to encourage the separate collection of bio-waste with a view to the composting and digestion of bio-waste.</li> <li>Include measures to be taken to promote the re-use of products and preparing for re-use activities</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan should consider opportunities to reduce waste and encourage recycling and composting.</li> <li>The IIA Framework should include an objective/guide question relating to waste management</li> </ul>
<p><b>Defra (2013) Government Forestry and Woodlands Policy Statement</b></p>		
<p>The Policy Statement has the following three key objectives, in priority order:</p> <ul style="list-style-type: none"> <li>Protecting the nation's trees, woodlands and forests from increasing threats such as pests, diseases and climate change,</li> </ul>	<p>To achieve the objectives, Defra will:</p> <ul style="list-style-type: none"> <li>Work with the Natural Capital Committee and the Office of National Statistics to develop a set of natural capital accounts for UK forestry and use this to develop a set of natural capital accounts for the Public Forest Estate,</li> <li>Develop a woodland ecosystem market roadmap by summer 2013 to bring together actions by Government and our partners over the next 5 years to (a) build knowledge (b)</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan should consider opportunities to protect, enhance and expand the City's woodland resource.</li> <li>The IIA Framework should seek to protect woodland and enhance its value where practicable.</li> </ul>

## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>Improving their resilience to these threats and their contribution to economic growth, people's lives and nature;</li> <li>Expanding them to increase further their economic, social and environmental value</li> </ul>	<ul style="list-style-type: none"> <li>develop wider networks of collaboration and expertise and (c) implement mechanisms and projects to demonstrate good practice; and</li> <li>Work with other organisations and initiatives to support the further development of markets in forest carbon and other ecosystem services such as water and biodiversity</li> </ul>	
<b>Defra (2017) Air Quality Plan for Nitrogen Dioxide (NO<sub>2</sub>) in UK</b>		
<p>This plan sets out how the Government will improve air quality in the UK by reducing nitrogen dioxide emissions in towns and cities. The air quality plans set out targeted local, regional and national measures across 37 zone plans (areas which have identified air quality issues with nitrogen dioxide), a UK overview document and a national list of measures. Measures relate to freight, rail, sustainable travel, low emission vehicles and cleaner transport fuels, among others.</p>	<p>The plan identifies that Chelmsford is anticipated to meet its NO<sub>2</sub> requirements for roads in 2018.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should have regard to poor air quality and the need for locally specific measures to address this issue.</li> <li>The IIA Framework should include objective/guide questions relating to addressing air quality issues.</li> </ul>
<b>Defra (2019) Clean Air Strategy</b>		
<p>Sets out how the government proposes to tackle all sources of air pollution, making air healthier to breathe, protecting nature and boosting the economy, complementing complements three other UK government strategies, the: Industrial Strategy the Clean Growth Strategy and the 25 Year Environment Plan</p>	<p>No specific targets or indicators.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should have regard to poor air quality and the need for locally specific measures to address this issue.</li> <li>The IIA Framework should include objective/guide questions relating to addressing air quality issues.</li> </ul>
<b>Department for Levelling Up, Housing and Communities (DLHC) (2021) National Design Guide</b>		
<p>This document contains planning practice guidance regarding the creation of beautiful, enduring and successful places. The focus of the document is on explaining what constitutes good design.</p>	<p>No specific targets or indicators.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should encourage well designed developments and places over its lifespan.</li> </ul>

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<p>The document identifies the following ten characteristics that are important for good design:</p> <ul style="list-style-type: none"> <li>• Context</li> <li>• Identity</li> <li>• Built form</li> <li>• Movement</li> <li>• Nature</li> <li>• Public spaces</li> <li>• Uses</li> <li>• Homes &amp; buildings</li> <li>• Resources</li> <li>• Lifespan</li> </ul>		<ul style="list-style-type: none"> <li>• The IIA Framework should include objective/guide questions relating to good design.</li> </ul>
<b>HM Government (2021) The Environment Act</b>		
<p>Sets out the Government's expectations for environmental improvement by setting out a legal framework covering:</p> <ul style="list-style-type: none"> <li>• Environmental governance</li> <li>• Environmental regulation</li> <li>• Waste and resource efficiency</li> <li>• Air quality and environmental recall</li> <li>• Water</li> <li>• Nature and biodiversity</li> <li>• Conservation covenants</li> </ul>	<p>Delivery through the following Environmental Principles: integration, prevention, rectification at source, polluter pays and precautionary</p> <p>Delivery of Local Nature Recovery Strategies: - a network of spatial nature strategies</p> <p>Delivery of Biodiversity Net Gain through a Biodiversity Gain Plan</p> <p>The biodiversity gain objective is met in relation to development for which planning permission is granted if the biodiversity value attributable to the development exceeds the pre-development biodiversity value of the onsite habitat by at least the relevant percentage (i.e. 10%).</p> <p>A "biodiversity gain site register" will be created for individual development sites which are also to be maintained for at least 3 decades following the completion of the scheme.</p>	<p>The Review of the Adopted Local Plan should ensure that there are provisions for delivering Biodiversity Net Gain Delivery of Biodiversity Net Gain through a Biodiversity Gain Plan to include:</p> <ul style="list-style-type: none"> <li>– Details of the steps taken or to be taken to reduce the adverse effect of the development on biodiversity of the onsite habitat and any other habitat.</li> <li>– The pre and post biodiversity value of the onsite habitat(post –development value must be at least the value specified in the plan.</li> <li>– Any registered offsite biodiversity gain allocated to the development and the biodiversity value of that gain in relation to the development.</li> <li>– Any biodiversity credits purchased for the development.</li> </ul>
<b>Department for Transport (2019) Future of Mobility: Urban Strategy</b>		
<p>This document seeks to quantify how transportation methods are changing and how transportation might look in the</p>	<p>No specific targets or indicators.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should ensure it provides the needed infrastructure over its lifetime.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>future. It identifies that individual travel is very slowly falling (person travel) whilst demand for mass travel (public transport etc) continues to rise.</p>		<ul style="list-style-type: none"> <li>The IIA Framework should consider infrastructure improvements.</li> </ul>
<p><b>Department for Transport (2021) Transitioning to zero emission cars and vans: 2035 delivery plan</b></p>		
<p>This document establishes a roadmap for the UK's transition to zero emission cars and vans over the next 15 years. The document commits the UK government to phasing out the sale of new petrol and diesel cars and vans by 2030, and that all new cars and vans will be fully zero emission from the tailpipe from 2035.</p>	<p>The phasing out of polluting cars and vans by 2035.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should consider how it can encourage a modal shift to more sustainable forms of transport and the uptake of more sustainable forms of private transport.</li> <li>The IIA Framework should include objective/guide questions relating to the creation of greenhouse gases.</li> </ul>
<p><b>Environment Agency (2009) 'Water for people and the environment' - Water Resources Strategy for England and Wales</b></p>		
<p>Strategy sets out how water resources in England and Wales should be managed and provides a plan of how to use them in a sustainable way, now and in the future. The Strategy aims to:</p> <ul style="list-style-type: none"> <li>enable habitats and species to adapt better to climate change;</li> <li>allow the way we protect the water environment to adjust flexibly to a changing climate;</li> <li>reduce pressure on the environment caused by water taken for human use;</li> <li>encourage options resilient to climate change to be chosen in the face of uncertainty;</li> <li>better protect vital water supply infrastructure;</li> <li>reduce greenhouse gas emissions from people using water, considering the whole life-cycle of use; and</li> </ul>	<ul style="list-style-type: none"> <li>Target set for England, that the average amount of water used per person in the home is reduced to 130 litres each day by 2030.</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan and associated documents should take on board objectives set within the Strategy. These particularly apply to providing efficiency in terms of water use and protecting water resources.</li> </ul>

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>improve understanding of the risks and uncertainties of climate change.</li> </ul>		
<b>Environment Agency (2016) Managing Water Extraction</b>		
Sets out the Environment Agency's policies for managing surface and ground water abstraction licences and proposals to help recover resources where abstraction is unsuitable.	The aim of this document is to contribute to the sustainable management of water resources.	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should take account of water abstraction is a key requirement of many developments.</li> </ul>
<b>Environment Agency (2021) Flood risk assessments: climate change allowances</b>		
This document governs and provides advice on how developers and Local Authorities should use climate change allowances. The goal of the document is to overall ensure that the potential effects of climate change in terms of its effects on the local water environment (more rainfall, peak flows etc) have been properly considered.	No specific target or indicators.	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should ensure any development constructed during its lifetime is resilient to the effects of climate change and especially from flooding.</li> <li>The IIA Framework should include objective/guide questions relating to flood risk and the effects of climate change.</li> </ul>
<b>Forestry Commission (2005) Trees and Woodlands Nature's Health Service</b>		
An advisory document which provides detailed examples of how the Woodland Sector (trees, woodlands and green spaces) can significantly contribute to people's health, well-being (physical, psychological and social) and quality of life. Increasing levels of physical activity is a particular priority.	No targets identified.	<ul style="list-style-type: none"> <li>The IIA Framework should include objectives which relate to providing more equal access to opportunities, services and facilities for recreation.</li> </ul>
<b>Historic England (2015) Historic Environment Good Practice Advice in Planning Notes 1 to 3</b>		
The purpose of these Good Practice Advice notes is to provide information on good practice to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing historic environment policy	No specific targets identified.	<ul style="list-style-type: none"> <li>The Council should have regard to the Advice note in preparing the Review of the Adopted Local Plan.</li> <li>The IIA Framework should include objectives relating to conservation and enhancement of the historic environment.</li> </ul>

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in the National Planning Policy Framework (NPPF) and the related guidance given in the National Planning Practice Guide (PPG).		
<b>HM Government (1979) Ancient Monuments and Archaeological Areas Act</b>		
The Act defines sites that warrant protection as ancient monuments. They can be a Scheduled Ancient Monuments or "any other monument which in the opinion of the Secretary of State is of public interest by reason of the historic, architectural, traditional, artistic or archaeological interest attaching to it".	No targets identified.	The IIA Framework should include objectives and indicators relating to the cultural heritage, referencing Scheduled Monuments.
<b>HM Government (1981) The Wildlife and Countryside Act 1981</b>		
The main UK legislation relating to the protection of named animal and plant species includes legislation relating to the UK network of nationally protected wildlife areas: Site of Special Scientific Interest (SSSIs)	Under this Act, Natural England has responsibility for identifying and protecting SSSIs in England.	<ul style="list-style-type: none"> <li>Develop policies that identify and continue the protection of SSSIs within the district.</li> <li>Consider targets that require 95% of SSSI's within region to be of a favourable condition.</li> </ul>
<b>HM Government (1990) Planning (Listed Building and Conservation Areas) Act</b>		
The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest.	No targets or indicators.	The IIA Framework should include objectives and indicators relating to the cultural heritage, referencing Listed Buildings and Conservation Areas.
<b>HM Government (2000) Countryside and Rights of Way Act 2000</b>		
This Act: <ul style="list-style-type: none"> <li>gives people greater freedom to explore open country on foot;</li> <li>creates a duty for Highway Authorities and National Park Authorities to establish Local Access Forums;</li> <li>provides a cut-off date of 1 January 2026 for the recording of certain rights of way on definitive maps and</li> </ul>	Act seeks to protect sites of landscape and wildlife importance.	<ul style="list-style-type: none"> <li>IIA Objectives should seek to protect areas of landscape and wildlife importance.</li> </ul>

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<p>the extinguishment of those not so recorded by that date;</p> <ul style="list-style-type: none"> <li>offers greater protection to wildlife and natural features, better protection for Sites of Special Scientific Interest (SSSIs) and more effective enforcement of wildlife legislation; and</li> <li>protects Areas of Outstanding Natural Beauty with legislation similar to that for National Parks.</li> </ul>		
<b>HM Government (2003) Sustainable Energy Act</b>		
<p>The Act aims to promote sustainable energy development and use and report on progress regarding cutting the UK's carbon emissions and reducing the number of people living in fuel poverty.</p>	<p>Specific targets are set by the Secretary of State as energy efficiency aims.</p>	<ul style="list-style-type: none"> <li>The Act requires the encouragement and reporting on the UK's attempts to increase energy efficiency and renewable energy use. The IIA Framework should include objectives relating to climate change and energy use.</li> </ul>
<b>HM Government (2003) Energy White Paper - Our Energy Future, Creating a Low Carbon Economy</b>		
<p>Four Goals:</p> <ul style="list-style-type: none"> <li>to put ourselves on a path to cut the UK's carbon dioxide emissions - the main contributor to global warming - by some 60% by about 2050, with real progress by 2020;</li> <li>to maintain the reliability of energy supplies;</li> <li>to promote competitive markets in the UK and beyond, helping to raise the rate of sustainable economic growth and to improve our productivity; and</li> <li>to ensure that every home is adequately and affordably heated.</li> </ul>	<p>Reduction in carbon dioxide emissions of some 60% from current levels by about 2050 with real progress by 2020.</p>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan should ensure that policies are in place to encourage the reduction in carbon dioxide emissions whilst promoting sustainable economic growth.</li> <li>IIA Framework should include objectives which aim to provide a reduction in greenhouse gas emissions.</li> </ul>
<b>HM Government (2004, revised 2006) Housing Act</b>		
<p>The Act requires the energy efficiency of a building to be established and available as</p>	<p>Energy efficiency must be at least 20% greater in properties by 2010 than compared with 2000.</p>	<p>The Act requires greater energy efficiency in residential buildings. The IIA Framework should</p>

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part of the Home Information Pack, part of the implementation of EU Directive 2002/91/EC.		include objectives relating to climate change and energy use.
<b>HM Government (2005) Securing the Future – the UK Sustainable Development Strategy (2005)</b>		
<p>The Strategy has 5 guiding principles:</p> <ul style="list-style-type: none"> <li>• Living within environmental limits</li> <li>• Ensuring a strong, healthy and just society</li> <li>• Achieving a sustainable economy</li> <li>• Promoting good governance</li> <li>• Using sound science responsibly</li> <li>• and 4 strategic priorities:</li> <li>• sustainable consumption and production</li> <li>• natural resource protection and environmental enhancement</li> <li>• sustainable communities.</li> </ul>	<p>The Strategy contains a new set of indicators to monitor progress towards sustainable development in the UK. Those most relevant at the district level include:</p> <ul style="list-style-type: none"> <li>• Greenhouse gas emissions</li> <li>• Road freight (DM7 emissions and tonne km, tonnes and GDP)</li> <li>• Household waste (a) arisings (b) recycled or composted</li> <li>• Local environmental quality</li> </ul>	<ul style="list-style-type: none"> <li>• Consider how the Review of the Adopted Local Plan can contribute to Sustainable Development Strategy Objectives. Consider using some of the indicators to monitor the effects of the Review of the Adopted Local Plan and as basis for collecting information for the baseline review.</li> <li>• The IIA Framework should reflect the guiding principles of the Strategy.</li> </ul>
<b>HM Government (2006) The Natural Environment and Rural Communities (NERC) Act 2006</b>		
<p>The Act:</p> <ul style="list-style-type: none"> <li>• Makes provision about bodies concerned with the natural environment and rural communities;</li> <li>• Makes provision in connection with wildlife, Sites of Special Scientific Interest (SSSIs), National Parks and the Broads;</li> <li>• Amends the law relating to rights of way;</li> <li>• Makes provision as to the Inland Waterways Amenity Advisory Council;</li> <li>• Makes provision as to the Inland Waterways Amenity Advisory Council; and</li> <li>• Provides for flexible administrative arrangements in connection with functions relating to the environment and rural affairs and certain other functions; and for connected purposes.</li> </ul>	No targets or indicators.	<ul style="list-style-type: none"> <li>• The IIA Framework should reflect the guiding principles of the Act..</li> </ul>

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<b>HM Government (2016) Energy Act 2016</b>		
<p>Sets out the Government's international and domestic Energy Strategy to respond to changing circumstances with respect to tackling climate change and ensuring secure, clean and affordable energy as we become increasingly dependent on imported fuel. Further it addresses the long term energy challenges faced and delivers four energy policy goals.</p>	<ul style="list-style-type: none"> <li>To put ourselves on a path to cutting DM7 emissions by some 60% by 2050 with real progress by 2020;</li> <li>To maintain the reliability of energy supplies;</li> <li>To promote competitive markets in the UK and beyond; and</li> <li>To ensure that every home is adequately and affordably heated.</li> </ul>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan should ensure that policies are in place to encourage the reduction in carbon dioxide emissions whilst promoting sustainable economic growth.</li> <li>The IIA Framework should include objectives which seek to provide a reduction in greenhouse gas emissions and encourages energy efficiency.</li> </ul>
<b>HM Government (2008) The Climate Change Act 2008 (as amended)</b>		
<p>This Act aims:</p> <ul style="list-style-type: none"> <li>to improve carbon management and help the transition towards a low carbon economy in the UK; and</li> <li>to demonstrate strong UK leadership internationally, signalling that the UK is committed to taking its share of responsibility for reducing global emissions in the context of developing negotiations on a post-2012 global agreement at Copenhagen next year.</li> </ul>	<p>The Act sets:</p> <ul style="list-style-type: none"> <li>Legally binding targets - Green house gas emission reductions through action in the UK and abroad of at least 80% by 2050, and reductions in DM7 emissions of at least 26% by 2020, against a 1990 baseline. The 2020 target will be reviewed soon after Royal Assent to reflect the move to all greenhouse gases and the increase in the 2050 target to 80%.</li> <li>Further the Act provides for a carbon budgeting system which caps emissions over five year periods, with three budgets set at a time, to set out our trajectory to 2050. The first three carbon budgets will run from 2008-12, 2013-17 and 2018-22, and must be set by 1 June 2009.</li> </ul>	<ul style="list-style-type: none"> <li>Act sets out a clear precedent for the UK to lead in responding to the threats climate change provides. The Review of the Adopted Local Plan and associated documents must ensure that greenhouse gases are reduced or minimised and that energy use comes increasingly from renewable sources.</li> </ul>
<b>HM Government (2008) The Planning Act 2008</b>		
<p>Introduces a new system for nationally significant infrastructure planning, alongside further reforms to the Town and Country Planning system. A major component of this legislation is the introduction of an independent Infrastructure Planning Commission (IPC), to take decisions on major infrastructure projects (transport, energy, water and waste). To support decision-making, the IPC will refer to the Government's National Policy Statements (NPSs), which will</p>	<p>No key targets.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan and associated documents should take into account any relevant National Policy Statements when published.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
provide a clear long-term strategic direction for nationally significant infrastructure development.		
<b>HM Government (2009) The UK Renewable Energy Strategy</b>		
Strategy sets out to: <ul style="list-style-type: none"> <li>Put in place the mechanisms to provide financial support for renewable electricity and heat worth around £30 billion between now and 2020;</li> <li>Drive delivery and clear away barriers;</li> <li>Increase investment in emerging technologies and pursue new sources of supply; and</li> <li>Create new opportunities for individuals, communities and business to harness renewable energy.</li> </ul>	A vision is set out in the document whereby by 2020: <ul style="list-style-type: none"> <li>More than 30% of our electricity generated from renewables;</li> <li>12% of our heat generated from renewables; and</li> <li>10% of transport energy from renewables.</li> </ul>	<ul style="list-style-type: none"> <li>The IIA Framework should include objectives which seek to provide support for renewable energy.</li> </ul>
<b>HM Government (2010) The Conservation of Habitats and Species Regulations 2010</b>		
This is the UK transposition of EC Directive 92/43/EC on the conservation of natural habitats and of wild fauna and flora.	The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.	<ul style="list-style-type: none"> <li>The IIA Framework should include objectives which seek to conserve the natural environment.</li> </ul>
<b>HM Government (2010) Flood and Water Management Act 2010</b>		
The Flood and Water Management Act 2010 makes provisions about water, including provision about the management of risks in connection with flooding and coastal erosion.	Those related to water resources, include: <ul style="list-style-type: none"> <li>To widen the list of uses of water that water companies can control during periods of water shortage, and enable Government to add to and remove uses from the list.</li> <li>To encourage the uptake of sustainable drainage systems by removing the automatic right to connect to sewers and providing for unitary and county councils to adopt SUDS for new developments and redevelopments.</li> <li>To reduce 'bad debt' in the water industry by amending the Water Industry Act 1991 to provide a named customer and clarify who is responsible for paying the water bill.</li> <li>To make it easier for water and sewerage companies to develop and implement social tariffs where companies consider there is a good cause to do so, and in light of guidance that will be issued by the Secretary of State following a full public consultation.</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should improve the water environment of the region over its lifetime and ensure new development are not at risk of flooding.</li> <li>The IIA Framework should have guide questions relating to flood risk.</li> </ul>
<b>HM Government (2010) Local Growth: Realising Every Place's Potential</b>		

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>Sets out a goal to promote strong, sustainable and balanced growth. Focuses on the approach to local growth proposing measures to shift power away from central government to local communities, citizens and independent providers. LEPs introduced to provide a vision and leadership for local economic growth.</p>	<p>LEPs will be expected to fund their own day to day running costs or submit bids to the Regional Growth Fund, to try and stimulate enterprise by supporting projects with potential to create economic growth and employment</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should have due regard to the need for strong, sustainable and balance growth.</li> <li>The IIA Framework should consider the nature of growth to ensure that the economy remains balanced and growth is sustainable.</li> </ul>
<p><b>HM Government (2010) White Paper: Healthy Lives, Healthy People: Strategy for Public Health in England</b></p>		
<p>Aims to create a 'wellness' service (Public Health for England) and to strengthen both national and local leadership.</p>	<p>No formal targets.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should support this plan through policy.</li> <li>The SA should look at healthy issues and the way the site allocations will support these.</li> </ul>
<p><b>HM Government (2011) Water for Life: White Paper</b></p>		
<p>Water for Life describes a vision for future water management in which the water sector is resilient, in which water companies are more efficient and customer focused, and in which water is valued as the precious and finite resource it is. Water for Life includes several proposals for deregulating and simplifying legislation, to reduce burdens on business and stimulate growth. Ofwat's proposals for reducing its regulatory burdens complement these.</p>	<p>No target or indicators</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should ensure that future water management is resilient, efficient and customer focused</li> <li>In order to ensure future water management is resilient SEA should consider resilience to climate change and should consider the human environment to ensure water companies remain customer focused.</li> </ul>
<p><b>HM Government (2011) Plan for Growth</b></p>		
<p>Programme of structural reforms to remove barriers to growth for businesses and equip the UK to compete in the global race</p>	<p>No formal targets, sets out the government's four ambitions for growth:</p> <ul style="list-style-type: none"> <li>Creating the most competitive tax system in the G20;</li> <li>Encouraging investment and exports as a route to a more balanced economy;</li> <li>Making the UK the best place in Europe to start, finance and grow a business; and</li> <li>Creating a more educated workforce that is the most flexible in Europe</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should have regard to the need for strong and competitive growing economy</li> </ul>
<p><b>HM Government (2011) National Infrastructure Plan</b></p>		

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Key goal to ensure the security of electricity and gas within the UK, The Plan seeks to clarify the potential contribution of shale gas and other unconventional resources to indigenous gas supplies through updated estimates of share gas resources.	The Plan contains major commitments to improve the UK's transport and broadband networks	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan should ensure that policies consider the goal of the Infrastructure Plan</li> </ul>
<b>HM Government (2011) The Localism Act</b>		
<p>The Localism Bill includes five key measures that underpin the Government's approach to decentralisation.</p> <ul style="list-style-type: none"> <li>Community rights;</li> <li>Neighbourhood planning;</li> <li>Housing;</li> <li>General power of competence;</li> <li>Empowering cities and other local areas.</li> </ul>	No key targets or indicators	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should take into consideration community involvement as and Enable communities to influence the decisions that affect their neighbourhoods and quality of life.</li> </ul>
<b>HM Government (2011) UK Marine Policy Statement</b>		
<p>The Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. It identifies the following objectives:</p> <ul style="list-style-type: none"> <li>Promote sustainable economic development;</li> <li>Enable the UK's move towards a low-carbon economy, in order to mitigate the causes of climate change;</li> <li>Ensure a sustainable marine environment which promotes healthy, functioning marine ecosystems and protects marine habitats, species and our heritage assets; and</li> </ul>	No specific targets identified.	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should support the implementation of the MPS where possible.</li> <li>The IIA Framework should reflect the objectives of the MPS.</li> </ul>

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<ul style="list-style-type: none"> <li>Contribute to the societal benefits of the marine area, including the sustainable use of marine resources to address local social and economic issues.</li> </ul>		
<b>HM Government (2021) South East Inshore Marine Plan</b>		
<p>The Plan is an enabling mechanism, providing greater certainty about where new activities can best take place, and assisting marine users in determining preferred locations.</p> <p>Specifically, the South East Marine Plan:</p> <ul style="list-style-type: none"> <li>enables efficient use of space, highlighting the need and opportunities for coexistence in areas with high concentrations of activity, or where the geography of the area does not allow alternatives</li> <li>enables communication and negotiation where co-existence is an option, so impacts can be avoided, minimised and/or mitigated. In some cases where impacts cannot be mitigated but where proposals will bring other benefits, the Plan enables these to be considered in the decision-making process</li> <li>gives greater certainty around current activity by providing real-time data through the Explore Marine Plans digital service</li> <li>provides appropriate safeguarding for areas of future resource potential where there is sufficient evidence and consents have been secured</li> <li>allows flexibility where evidence is limited so proponents and decision-makers are able to apply their knowledge and experience</li> <li>supports the development of proposals by:</li> </ul>	<p>No specific targets identified.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should support the implementation of the South East Marine Plan where appropriate.</li> <li>The IIA Framework should reflect the objectives of the South East Marine Plan.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>- setting out non-spatial requirements that apply to proposals regardless of their specific location, such as how an activity or development is undertaken</li> <li>- identifying how proposals can support the vision and objectives of the south east marine plan area to improve the chances of success in the decision-making process</li> <li>- providing context for when 'imperative reasons of overriding public interest' are being considered<sup>4</sup>, such as the need for nationally significant infrastructure</li> <li>- increasing awareness of which other relevant legislation, guidance and existing measures should or must be taken into consideration</li> </ul>		
<b>HM Government (2013) Carbon Plan: Delivering our Low Carbon Future</b>		
<p>This sets out how the UK will achieve decarbonisation within the framework of energy policy:</p> <ul style="list-style-type: none"> <li>• To make the transition to a low carbon economy while maintaining energy security, and minimising costs to consumers, particularly those in poorer households.</li> </ul>	No key targets.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should consider policies in term of access by low-carbon means and also the capacity for sites to use low carbon sources of energy.</li> <li>• The IIA needs to ensure that the plan is embracing the low carbon agenda and appropriate sustainability objectives are utilised to assess the plan's credentials in terms of a low carbon future and the impact it could have on climate change.</li> </ul>
<b>HM Government (2013) The Community Infrastructure Levy (Amendment) Regulations 2013</b>		
The Community Infrastructure Level (CIL) is a charge which may be applied to new developments by local authorities. The	No key targets.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should make some reference to the possibility of a Charging Schedule, as per the regulations.</li> </ul>

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.		<ul style="list-style-type: none"> <li>The SA should make some reference to how proposed development will improve the social, economic and environmental issues that exist in areas that will accommodate housing.</li> </ul>
<b>HM Government (2013) Achieving Strong and Sustainable Economic Growth</b>		
Sets out how the government is removing barriers to growth allowing the UK to compete in a rapidly changing global economy.	No formal targets but the policy contains a number of actions to attract investment within the UK, supporting local growth, investing in infrastructure and creating a more educated and flexible workforce.	<ul style="list-style-type: none"> <li>Develop policies that have due regard to the need for a strong, sustainable and balanced growth</li> </ul>
<b>HM Government (2014) Water Act 2014</b>		
The provisions in the Act enable the delivery of Government's aims for a sustainable sector as set out in the Water White Paper in a way that this is workable and clear. This Act aims to makes steps towards reducing regulatory burdens, promoting innovation and investment, giving choice and better service to customers and enabling more efficient use of scarce water resources.	No targets or indicators	<ul style="list-style-type: none"> <li>The IIA Framework should consider objectives seeking to protect and improve the quality of inland and coastal waters.</li> </ul>
<b>HM Government (2015) Water Framework Directive (Standards and Classification) Directions (England and Wales) 2015</b>		
The regulations implement provisions of the Water Framework Directive (Directive 2000/60/EC), the Environmental Quality Standards Directive (Directive 2008/105/EC) and the priority substances amendment of these directives (Directive 2013/39/EU). This includes directions for the classification of surface water and groundwater bodies, monitoring requirements, standards for ecological and chemical status of surface waters, and environmental quality standards for priority substances.	No targets or indicators	The SEA should include objectives relating to water quality, water resources, sustainable water use, and biodiversity.
<b>HM Government (2016) Environmental Permitting (England and Wales) Regulations 2016</b>		

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<p>The Regulations provide a consolidated system of environmental permitting in England and Wales, and transpose the provisions of 15 EU Directives. It provides a system for environmental permits and exemptions for industrial activities, mobile plant, waste operations, mining waste operations, water discharge activities, groundwater activities, flood risk activities and radioactive substances activities. It also sets out the powers, functions and duties of the regulators.</p> <p>Certain flood risk activities are now regulated under the Environmental Permitting Regulations, with environmental permits required for some activities. There are slight variations between England and Wales.</p>	<p>No targets or indicators</p>	<p>The Review of the Adopted Local Plan should accord with these Regulations.</p>
<p><b>HM Government (2016) Government Response to the Committee on Climate Change</b></p>		
<p>In June 2015 the Committee on Climate Change and the Adaptation Sub-Committee published the seventh progress report on Government's mitigation activity and the first statutory assessment of the National Adaptation Programme. This included five recommendations and it is those recommendations that are responded to within this response.</p>	<p>In June 2015 the Committee on Climate Change and the Adaptation Sub-Committee published the seventh progress report on Government's mitigation activity and the first statutory assessment of the National Adaptation Programme. This included five recommendations and it is those recommendations that are responded to within this response</p>	<p>In June 2015 the Committee on Climate Change and the Adaptation Sub-Committee published the seventh progress report on Government's mitigation activity and the first statutory assessment of the National Adaptation Programme. This included five recommendations and it is those recommendations that are responded to within this response</p>
<p><b>HM Government (2017) The Conservation of Habitats and Species Regulations 2017</b></p>		
<p>This is the UK transposition of EC Directive 92/43/EC on the conservation of natural habitats and of wild fauna and flora.</p>	<p>The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.</p>	<p>The IIIIA Framework should include objectives which seek to conserve the natural environment.</p>
<p><b>HM Government (2021) The Environment Act 2021</b></p>		

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<p>The Act supports the UK Government's 25 Year Environment Plan to improve the environment and brings about urgent and meaningful action to combat the environmental issues that the UK is facing. A key component of the Act is to set at least one long-term legally binding target in each of the following four key areas: air quality, resource efficiency and waste reduction, biodiversity and water. The Act sets out the criteria for these long-term targets which will also be supported by interim targets. These will be reviewed every five years via the Significant Improvement Test.</p>	<ul style="list-style-type: none"> <li>• Air quality: reducing annual mean level of fine particulate matter; reducing population exposure to particulate matter.</li> <li>• Resource efficiency and waste reduction: increasing resource efficiency; reduce the volume of 'residual' waste.</li> <li>• Biodiversity: improve the quality of habitats expressed through the condition of protected sites (SSSIs); improve the overall status of species populations; restore and create wildlife-rich habitat outside protected sites. The Act requires new development to achieve at least 10% biodiversity net gain.</li> <li>• Water: reduce pollution from agriculture; reduce pollution from wastewater; reduce water demand.</li> </ul>	<p>The IIA Framework should include objectives relating to the conservation and enhancement of natural resources (air, water, resource use and biodiversity) and include specific targets demonstrating how these objectives will be advanced over the lifetimes of the Review of the Adopted Local Plan.</p>
<p><b>HM Government (2021) Building Back Better: Our Plan for Growth</b></p>		
<p>Sets out the government's plans to support economic growth through significant investment in infrastructure, skills and innovation.</p>	<p>Infrastructure</p> <ul style="list-style-type: none"> <li>• Stimulate short-term economic activity and drive long-term productivity improvements via record investment in broadband, roads, rail and cities, as part of our capital spending plans worth £100 billion next year.</li> <li>• Connect people to opportunity via the UK-wide Levelling Up Fund and UK Shared Prosperity Fund, as well as the Towns Fund and High Street Fund, to invest in local areas.</li> <li>• Help achieve net zero via £12 billion of funding for projects through the Ten Point Plan for a Green Industrial Revolution.</li> <li>• Support investment through the new UK Infrastructure Bank which will 'crowd-in' private investment to accelerate our progress to net zero, helping to level up the UK. This will invest in local authority and private sector infrastructure projects, as well as providing an advisory function to help with the development and delivery of projects.</li> </ul> <p>Skills</p> <ul style="list-style-type: none"> <li>• Support productivity growth through high-quality skills and training: transforming Further Education through additional investment and reforming technical education to align the post-16 technical education system with employer demand.</li> <li>• Introduce the Lifetime Skills Guarantee to enable lifelong learning through free fully funded Level 3 courses, rolling out employer-led skills bootcamps, and introducing the Lifelong Loan Entitlement.</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should take note of the broad approach to investment and in partnership identify where funding and other opportunities might reside.</li> <li>• The IIA Framework should ensure it considers how the Review of the Adopted Local Plan would take advantage of investment opportunities which seek to boost economic performance.</li> </ul>

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	<ul style="list-style-type: none"> <li>Continue to focus on the quality of apprenticeships and take steps to improve the apprenticeship system for employers, through enabling the transfer of unspent levy funds and allowing employers to front load apprenticeship training.</li> </ul> <p>Innovation</p> <ul style="list-style-type: none"> <li>Support and incentivise the development of the creative ideas and technologies that will shape the UK's future high-growth, sustainable and secure economy.</li> <li>Support access to finance to help unleash innovation, including through reforms to address disincentives for pension funds to invest in high-growth companies, continued government support for start ups and scale ups through programmes such as British Patient Capital, and a new £375 million Future Fund: Breakthrough product to address the scale up gap for our most innovative businesses.</li> <li>Develop the regulatory system in a way that supports innovation.</li> <li>Attract the brightest and best people, boosting growth and driving the international competitiveness of the UK's high-growth, innovative businesses.</li> <li>Support our small and medium-sized enterprises (SMEs) to grow through two new schemes to boost productivity: Help to Grow: Management, a new management training offer, and Help to Grow: Digital, a new scheme to help 100,000 SMEs save time and money by adopting productivity-enhancing software, transforming the way they do business.</li> </ul>	
<p><b>HM Government (2022) Net Zero Strategy: Build Back Greener</b></p>		
<p>Sets out policies and proposals for decarbonising all sectors of the UK economy to meet our net zero target by 2050.</p>	<p>The Ten Point Plan for a Green Industrial Revolution</p> <p>1: Advancing Offshore Wind, including:</p> <ul style="list-style-type: none"> <li>– 40GW of offshore wind by 2030 including 1GW of floating wind (wind turbines generating electricity in water depths)</li> <li>– £160 million into modern ports and manufacturing infrastructure</li> <li>– The Offshore Transmission Network Review</li> </ul> <p>2: Driving the Growth of Low Carbon Hydrogen, including:</p> <ul style="list-style-type: none"> <li>– An ambition for 5GW of low carbon hydrogen production capacity by 2030</li> <li>– £240 million Net Zero Hydrogen Fund</li> <li>– Hydrogen trials to test use of hydrogen in heating</li> </ul> <p>3: Delivering New and Advanced Nuclear Power, including:</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should take note of the approach to achieving net zero.</li> <li>The IIA Framework should ensure it considers how the Review of the Adopted Local Plan would address opportunities for achieving net zero targets, particularly in the use of zero emission vehicles, green public transport, cycling and walking.</li> </ul>

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	<ul style="list-style-type: none"> <li>– Pursuing large-scale nuclear projects, subject to value for money</li> <li>– Legislating for a new financing model for nuclear projects</li> <li>– £385 million Advanced Nuclear Fund to enable up to £215 million into Small Modular Reactors</li> <li>– £170 million for a R&amp;D programme on Advanced Modular Reactors</li> <li>4: Accelerating the Shift to Zero Emission Vehicles, including:               <ul style="list-style-type: none"> <li>– End the sale of new pure petrol and diesel cars and vans by 2030 and consult on phase out for diesel HGVs</li> <li>– £1 billion to support electrification of UK vehicles and their supply chains</li> <li>– £1.3 billion to accelerate the roll-out of charging infrastructure</li> </ul> </li> <li>– Publish a Green Paper in 2021 on the UK's post-EU emissions regulation</li> <li>5: Green Public Transport, Cycling and Walking, including:               <ul style="list-style-type: none"> <li>– £120 million to begin introducing at least 4,000 zero emission buses</li> <li>– Billions of pounds in enhancements and renewals of the rail network</li> <li>– £5 billion to support buses, cycling and walking</li> </ul> </li> <li>6: Jet Zero and Green Ships, including:               <ul style="list-style-type: none"> <li>– A Jet Zero Council</li> <li>– £15 million to support production of Sustainable Aviation Fuels</li> <li>– £20 million for the Clean Maritime Demonstration Programme</li> </ul> </li> <li>7: Greener Buildings, including:               <ul style="list-style-type: none"> <li>– Ambition to install 600,000 heat pumps per year by 2028</li> <li>– Energy efficiency funding, including the Public Sector Decarbonisation Scheme and Social Housing Decarbonisation Fund</li> <li>– Strengthened energy efficiency requirements for private sector landlords</li> </ul> </li> <li>8: Investing in Carbon Capture, Usage and Storage, including               <ul style="list-style-type: none"> <li>– Commitment for two industrial clusters by mid 2020s, and an aim for four sites by 2030, capturing up to 10Mt DM7 emissions per year</li> <li>– £1 billion CCUS Infrastructure Fund</li> </ul> </li> <li>9: Protecting Our Natural Environment, including</li> </ul>	

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	<ul style="list-style-type: none"> <li>– £5.2 billion for flood and coastal defences</li> <li>– New National Parks and Areas of Outstanding Natural Beauty</li> <li>– £40 million second round for the Green Recovery Challenge Fund</li> <li>– Establish 10 long-term Landscape Recovery projects over the next four years</li> <li>10: Green Finance and Innovation, including               <ul style="list-style-type: none"> <li>– £1 billion Net Zero Innovation Portfolio (NZIP), including</li> <li>£100 million for Direct Air Capture and other Greenhouse Gas Removal (GGR) technologies</li> <li>– UK's first Sovereign Green Bond</li> <li>– Green Jobs Taskforce</li> </ul> </li> </ul>	
<b>Ministry of Housing, Communities &amp; Local Government (2017) (MHCLG) Fixing Our Broken Housing Market</b>		
<p>This document identifies that the housing market within the UK is broken due to successive governments not ensuring enough housing is built across the country. The document establishes a strategy for increasing the number of homes created within the UK. The use of brownfield land, infilling and the use of smaller sites are identified as key to building more homes alongside government funding. The document identifies the following needs:</p> <ul style="list-style-type: none"> <li>• planning for the right homes in the right places</li> <li>• building homes faster</li> <li>• diversifying the market</li> <li>• helping people now</li> </ul>	<p>Increase the amount of housing Local Authorities create as much as possible/is reasonable.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to encourage a range of housing developments during its lifetime.</li> <li>• The IIA Framework should ensure it considers how the Review of the Adopted Local Plan would provide for more housing over its lifetime.</li> </ul>
<b>MHCLG (2017) Planning for the Right Homes in the Right Places</b>		
<p>This document contains methodologies on how to best calculate housing need and a need to ensure that housing developments are proportionate to their local context (landscape, infrastructure etc) to ensure they are built in the right places.</p>	<p>No specific targets or indicators.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to encourage a range of housing developments during its lifetime.</li> <li>• The IIA Framework should ensure it considers how the Review of the Adopted Local Plan would provide for more housing over its lifetime.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<b>MHCLG (2023) National Planning Policy Framework</b>		
Achieving sustainable development	<p>The NPPF was first published in 2012 and previous iterations of the SA had regard to that version. The NPPF was replaced in 2018. The revised NPPF was updated in February 2019. The NPPF was further updated in 2021 and 2023.</p> <p>Section 2 of the NPPF states that achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives) (8):</p> <p>a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;</p> <p>b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and</p> <p>c) an environmental objective – to contribute to protecting and enhancing protect and enhance our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.</p> <p>These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (9).</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan must be consistent with the NPPF; and</li> <li>• The IIA Framework should include a range of economic, social and environmental objectives/guide questions</li> </ul>
Delivering a sufficient supply of homes	<p>To determine the minimum number of homes needed strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals (60 61).</p> <p>The size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (62).</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan should reflect national policy in relation to the delivery of a sufficient supply of homes; and</li> <li>• The IIA Framework should ensure it considers how the Review of the Adopted Local Plan would provide for more housing over its lifetime.</li> </ul>

## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<p>Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site unless (63):</p> <p>a) Off-site provision or an appropriate financial contribution in lieu can be robustly justified; and</p> <p>b) The agreed approach contributes to the objective of creating mixed and balanced communities.</p> <p>For major developments involving the provision of housing, planning policies should expect at least 10% of the homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area (76 65).</p> <p>Planning policies should identify a supply of (68):</p> <p>a) specific, deliverable sites for years one to five of the plan period; and</p> <p>b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.</p>	
<p>Building a strong, competitive economy</p>	<p>Planning policies should (82);</p> <p>a) Set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;</p> <p>b) Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;</p> <p>c) Seek to address potential barriers to investment, such as inadequate infrastructure, services or housing or a poor environment; and</p> <p>d) Be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.</p> <p>Paragraph 83 notes that Planning policies should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.</p> <p>Planning policies should support a prosperous rural economy and should enable (84):</p> <p>a) The sustainable growth of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;</p> <p>b) The development and diversification of agricultural and other land-based rural business;</p> <p>c) Sustainable rural tourism and leisure developments which respect the character of the countryside; and</p> <p>d) The retention and development of accessible local services and community facilities.</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan to identify and meet the needs of the local economy; and</li> <li>• The IIA Framework should ensure economic considerations are addressed.</li> </ul>

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
Ensuring the vitality of town centres	<p>Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should (86):</p> <p>a) define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters;</p> <p>b) define the extent of town centres and primary shopping areas, and make clear the range of uses permitted in such locations, as part of a positive strategy for the future of each centre;</p> <p>c) retain and enhance existing markets and, where appropriate, re-introduce or create new ones;</p> <p>d) allocate a range of suitable sites in town centres to meet the scale and type of development likely to be needed, looking at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses over this period should not be compromised by limited site availability, so town centre boundaries should be kept under review where necessary;</p> <p>e) where suitable and viable town centre sites are not available for main town centre uses, allocate appropriate edge of centre sites that are well connected to the town centre. If sufficient edge of centre sites cannot be identified, policies should explain how identified needs can be met in other accessible locations that are well connected to the town centre; and</p> <p>f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.</p>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan to include an appropriate range of policies in relation to town centres; and</li> <li>The IIA Framework should ensure economic considerations are addressed.</li> </ul>
Promoting healthy and safe communities	<p>Planning policies and decisions should aim to achieve healthy, inclusive and safe places which (92):</p> <p>a) Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other;</p> <p>b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;</p> <p>c) Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.</p> <p>To provide the social, recreational and cultural facilities and services the community needs, planning policies should (93):</p> <p>a) Plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments;</p>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan to include a range of policies and proposals to promote healthy and safe communities; and</li> <li>The IIA Framework should ensure health and well-being considerations are addressed.</li> </ul>

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<p>b) Take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;</p> <p>c) Guard against the unnecessary loss of valued facilities and services;</p> <p>d) Ensure established shops, facilities and services are able to develop and modernize, and are retained for benefit of the community; and</p> <p>e) Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.</p> <p>Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails (100).</p> <p>The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them.</p> <p>Designating land as Local Green Space should be consistent with the Local Plan in respect of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or updated, and be capable of enduring beyond the end of the plan period (101).</p>	
Promoting sustainable transport	<p>Transport issues should be considered from the earliest stages of plan-making and development proposals, so that (paragraph 104):</p> <p>a) The potential impacts of development on transport networks can be addressed;</p> <p>b) Opportunities from existing or proposed transport infrastructure, and changing transport and usage are realized;</p> <p>c) Opportunities to promote walking, cycling and public transport use are identified and pursued;</p> <p>d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and</p> <p>e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.</p> <p>Paragraph 105 states: The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.</p> <p>Planning policies should (paragraph 106):</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan to reflect policy in relation to sustainable transport; and</li> <li>• The IIA Framework should ensure sustainable transport considerations are addressed.</li> </ul>

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<p>a) Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;</p> <p>b) Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;</p> <p>c) Identify and protect, where there is robust evidence, sites and routes which could be crucial in developing infrastructure to widen transport choice and realise opportunities for large scale development;</p> <p>d) Provide for high quality walking and cycling networks and supporting facilities such as cycle parking;</p> <p>e) Provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy; and</p> <p>f) Recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time.</p> <p>Paragraph 109 - Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.</p>	
Making effective use of land	<p>Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land (119).</p> <p>Planning policies and decisions should (120):</p> <p>a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;</p> <p>b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan to include policies to secure the effective use of land and appropriate densities; and</li> <li>• The IIA Framework should include considerations relating to the effective use of land are addressed.</li> </ul>

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<p>c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;</p> <p>d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)<sup>45</sup>; and</p> <p>e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers. Paragraph 121 states local planning authorities, and other plan-making bodies, should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them. This should include identifying opportunities to facilitate land assembly, supported where necessary by compulsory purchase powers, where this can help to bring more land forward for meeting development needs and/or secure better development outcomes.</p> <p>Planning policies and decisions should support development that makes efficient use of land, taking into account (124):</p> <p>a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;</p> <p>b) local market conditions and viability;</p> <p>c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;</p> <p>d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and</p> <p>e) the importance of securing well-designed, attractive and healthy places.</p>	
Achieving well designed places	<p>Planning policies and decisions should ensure that developments (130):</p> <p>a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;</p> <p>b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan to include policies and proposals that promote well designed places; and</li> <li>• The IIA Framework should ensure design considerations are addressed.</li> </ul>

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	<p>c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);</p> <p>d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;</p> <p>e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and</p> <p>f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users<sup>46</sup>; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.</p>	
Protecting Green Belt land	<p>The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence (137). Green Belt serves five purposes (138):</p> <p>a) to check the unrestricted sprawl of large built-up areas;</p> <p>b) to prevent neighbouring towns merging into one another;</p> <p>c) to assist in safeguarding the countryside from encroachment;</p> <p>d) to preserve the setting and special character of historic towns; and</p> <p>e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</p> <p>Paragraph 140 states: Once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans.</p> <p>Paragraph 141 states: Before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, the strategic policy-making authority should be able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development. This will be assessed through the examination of its strategic policies, which will take into account the preceding paragraph, and whether the strategy:</p> <p>a) makes as much use as possible of suitable brownfield sites and underutilised land;</p> <p>b) optimises the density of development in line with the policies in chapter 11 of this Framework, including whether policies promote a significant uplift in minimum density standards in town and city centres and other locations well served by public transport; and</p>	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan to demonstrate that national policy in relation to Green Belt has been appropriately applied; and</li> <li>The IIA Framework does not assess options based on whether or not sites are in the Green Belt and it is proposed to maintain this approach. The framework provides the basis for identifying whether or not the Review of the Adopted Local Plan is consistent with the NPPF, e.g. through promotion of higher densities in centres.</li> </ul>

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	<p>c) has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through the statement of common ground.</p> <p>Paragraph 141 - Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.</p>	
<p>Meeting the challenge of climate change, flooding and coastal change.</p>	<p>Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure (154).</p> <p>New development should be planned for in ways that (154):</p> <p>a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and</p> <p>b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards.</p> <p>To help increase the use and supply of renewable and low carbon energy and heat, plans should (155):</p> <p>a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);</p> <p>b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and</p> <p>c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.</p> <p>Paragraph 161 states that all plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan to encourage climate change adaption and mitigation, within the confines set by any local requirements for the sustainability of buildings and should reflect the Government's policy for national technical standards; and</li> <li>• The IIA Framework should ensure climate and flooding considerations are addressed.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<p>future impacts of climate change – so as to avoid, where possible, flood risk to people and property. They should do this, and manage any residual risk, by:</p> <ul style="list-style-type: none"> <li>a) applying the sequential test and then, if necessary, the exception test as set out below;</li> <li>b) safeguarding land from development that is required, or likely to be required, for current or future flood management;</li> <li>c) using opportunities provided by new development to reduce the causes and impacts of flooding (where appropriate through the use of natural flood management techniques); and</li> <li>d) where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to relocate development, including housing, to more sustainable locations.</li> </ul> <p>Paragraph 162 notes that the aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.</p> <p>Paragraph 163 notes that if it is not possible for development to be located in zones with a lower risk of flooding (taking into account wider sustainable development objectives), the exception test may have to be applied. The need for the exception test will depend on the potential vulnerability of the site and of the development proposed, in line with the Flood Risk Vulnerability Classification set out in national planning guidance.</p> <p>The application of the exception test should be informed by a strategic or site-specific flood risk assessment, depending on whether it is being applied during plan production or at the application stage. For the exception test to be passed it should be demonstrated that (164):</p> <ul style="list-style-type: none"> <li>a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and</li> <li>a) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.</li> </ul> <p>Paragraph 165 states that both elements of the exception test should be satisfied for development to be allocated or permitted.</p> <p>In coastal areas, planning policies and decisions should take account of the UK Marine Policy Statement and marine plans. Integrated Coastal Zone Management should be pursued across local authority and land/sea boundaries, to ensure effective alignment of the terrestrial and marine planning regimes (170).</p>	

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	<p>Plans should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast. They should identify as a Coastal Change Management Area any area likely to be affected by physical changes to the coast, and (171):</p> <p>a) be clear as to what development will be appropriate in such areas and in what circumstances; and</p> <p>b) make provision for development and infrastructure that needs to be relocated away from Coastal Change Management Areas.</p>	
<p>Conserving and enhancing the natural environment</p>	<p>Planning policies and decisions should contribute to and enhance the natural and local environment by (174):</p> <p>a) Protecting and enhancing valued landscapes, geological conservation interests and soils (in a manner commensurate with their statutory status or identified quality in the development plan);</p> <p>b) Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;</p> <p>c) Minimising impacts on biodiversity and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures including Nature Recovery Networks 174);</p> <p>d) Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and</p> <p>e) Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.</p> <p>Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in the Framework, take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries (175). Paragraph 176 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important</p>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan to reflect planning policy in respect of conserving and enhancing the natural environment; and</li> <li>• The IIA Framework should ensure considerations relating to the conservation and enhancement of the natural environment are addressed.</li> </ul>

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	<p>considerations in these areas and should be given great weight in National Parks and the Broads. The scale and extent of development within these designated areas should be limited. Planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:</p> <ul style="list-style-type: none"> <li>a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;</li> <li>b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and</li> <li>c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.</li> </ul> <p>To protect and enhance biodiversity and geodiversity, plans should (179):</p> <ul style="list-style-type: none"> <li>a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and</li> <li>b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.</li> </ul> <p>In relation to ground conditions and pollution planning policies and decision should ensure that (183):</p> <ul style="list-style-type: none"> <li>a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);</li> <li>b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and</li> <li>c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.</li> </ul> <p>Paragraph 184 states that where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. Paragraph 185 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including</p>	

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	<p>cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:</p> <p>a) mitigate and reduce to a minimum potential adverse impact resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;</p> <p>b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and</p> <p>c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.</p> <p>Paragraph 186 states that planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. So far as possible these opportunities should be considered at the plan-making stage, to ensure a strategic approach and limit the need for issues to be reconsidered when determining individual applications. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.</p> <p>Paragraph 187 states that planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.</p> <p>Paragraph 188 states that the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes).</p>	
Conserving and enhancing the historic environment	Paragraph 189 states that heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource	<ul style="list-style-type: none"> <li>Review of the Adopted Local Plan to reflect national policy in relation to conserving and enhancing the historic environment; and</li> </ul>

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<p>and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.</p> <p>Paragraph 190 states: plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:</p> <ul style="list-style-type: none"> <li>a) The desirability of sustaining and enhancing the significance of the heritage assets, and putting them to viable uses consistent with their conservation;</li> <li>b) The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;</li> <li>c) The desirability of new development making a positive contribution to local character and distinctiveness; and</li> <li>d) Opportunities to draw on the contribution made by the historic environment to the character of a place.</li> </ul> <p>Paragraph 193 of the NPPF states that local planning authorities should make information about the historic environment, gathered as part of policy-making or development management, publicly accessible.</p> <p>Paragraph 200 (note 68) of the NPPF identifies that non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.</p>	<ul style="list-style-type: none"> <li>• The IIA Framework should ensure considerations relating to the conservation and enhancement of the historic environment are addressed.</li> </ul>
Facilitating the sustainable use of minerals and waste	<p>Paragraph 210 states that planning policies should:</p> <ul style="list-style-type: none"> <li>a) provide for the extraction of mineral resources of local and national importance, but not identify new sites or extensions to existing sites for peat extraction;</li> <li>b) so far as practicable, take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously;</li> <li>c) safeguard mineral resources by defining Mineral Safeguarding Areas; and adopt appropriate policies so that known locations of specific minerals resources of local and national importance are not sterilised by non-mineral development where this should be avoided (whilst not creating a presumption that the resources defined will be worked);</li> <li>d) set out policies to encourage the prior extraction of minerals, where practical and environmentally feasible, if it is necessary for non-mineral development to take place;</li> <li>e) safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material;</li> </ul>	<ul style="list-style-type: none"> <li>• Review of the Adopted Local Plan to include appropriate policies in relation to minerals and waste; and</li> <li>• The IIA Framework should ensure minerals and waste considerations are addressed.</li> </ul>

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	<p>f) set out criteria or requirements to ensure that permitted and proposed operations do not have unacceptable adverse impacts on the natural and historic environment or human health, taking into account the cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality;</p> <p>g) when developing noise limits, recognise that some noisy short-term activities, which may otherwise be regarded as unacceptable, are unavoidable to facilitate minerals extraction; and</p> <p>h) ensure that worked land is reclaimed at the earliest opportunity, taking account of aviation safety, and that high quality restoration and aftercare of mineral sites takes place.</p>	
<b>NHS England (2014) Five Year Forward View</b>		
The NHS Five Year Forward View sets out a vision for the future of the NHS.	No specific targets identified.	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should promote health and wellbeing and help ensure the provision of adequate facilities and services.</li> <li>The IIA Framework should include a specific objective relating to human health.</li> </ul>
<b>NHS England (2017) Next Steps on the Five Year Forward View</b>		
The NHS Five Year Forward View set out why improvements were needed on our triple aim of better health, better care, and better value. This Plan concentrates on what will be achieved over the next two years, and how the Forward View's goals will be implemented.	No specific targets identified.	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should promote health and wellbeing and help ensure the provision of adequate facilities and services.</li> <li>The IIA Framework should include a specific objective relating to human health.</li> </ul>
<b>Public Health England (2020) Health Impact Assessment in spatial planning - A guide for local authority public health and planning teams</b>		
The guide focuses on the use of Health Impact Assessment (HIA) in the planning system. An HIA is a process that identifies the health and wellbeing impacts (benefits and harms) of any plan or development project. A properly conducted HIA recommends measures to maximise positive impacts; minimise negative impacts; and reduce health inequalities. It describes the health and wellbeing outcomes that are influenced through planning and how these outcomes can be	<ol style="list-style-type: none"> <li>1. Screening: Determine whether an HIA is needed and justified subject to anticipation of health impacts on population groups.</li> <li>2. Scoping: Identify the potential health impacts and target population groups to assess.</li> <li>3. Assessing: Assess the significance of health impacts, qualify and quantify potential costs and benefits, how health varies in different circumstances, across different populations and any alternatives.</li> <li>4. Reporting: Engage all relevant stakeholders and recommend preventative and mitigation actions to deliver the greatest possible health gain.</li> <li>5. Monitoring and evaluating: Include indicators and mechanisms, and set out processes and resources for the local authority and/or with the planning applicant to undertake and act on results of regular monitoring.</li> </ol>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should promote health and wellbeing through the IIA process generally and the HIA specifically.</li> <li>The IIA Framework should include a specific objective relating to human health and more specific health and well-being measures as part of the HIA.</li> </ul>

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>optimised through the process of plan-making (when developing policies in local plans) and planning applications (designing proposals for development projects). It also describes how these health outcomes can be considered in other impact assessments (such as strategic and environmental impact assessments).</p>		
<p><b>Regional Plans and Programmes</b></p>		
<p><b>Essex and Suffolk Water (2022) Water Resources Management Plan 2024</b></p>		
<p>Water companies in England and Wales are required to produce a Water Resources Management Plan that sets out how they aim to maintain water supplies over a 25-year period.</p> <p>The Essex and Suffolk Water WRMP demonstrates how in the medium to long new resources intend to be developed, leakage tackled and sensible water use promoted through metering and water efficiency campaigns. The long term strategy is to increase the robustness of the water resources network to climate change and reduce unsustainable abstractions.</p>	<p>The overall objective is to ensure sufficient water supplies for future generations especially in the face of climate change, housing growth and an increase in individual water use.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should consider opportunities to reduce water use and increase water efficiency and take account of infrastructure requirements arising from new development.</li> <li>• IIA Framework should consider objectives which seek to minimise the use of water and ensure the delivery of appropriate infrastructure to accommodate new development.</li> </ul>
<p><b>Environment Agency (2009) Water for people and the Environment: Water Resource Strategy – Regional Action Plan for Anglican Region</b></p>		
<p>The Strategy's vision for water resource "is for there to be enough water for people and the environment".</p> <p>"The management and use of water and land must be shown to be sustainable – environmentally, socially and economically. We require the right amount of good quality water for people,</p>	<p>Does not contain any targets</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should ensure that water resources are used efficiently and the Plan contributes towards the objectives.</li> </ul>

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<p>agriculture, commerce and industry and the environment".</p> <p>The Strategy has identified four actions which include:</p> <ul style="list-style-type: none"> <li>• Protecting the environment.</li> <li>• Driving water efficiency.</li> <li>• Ensuring resilience of water resources.</li> <li>• Sharing and development of water resources.</li> </ul>		
<b>Environment Agency (2010) Essex and South Suffolk Shoreline Management Plan 2</b>		
<p>The SMP is an important part of the Department of Environment, Food and Rural Affairs (Defra) strategy for managing flooding and coastal erosion. This strategy has two key aims:</p> <ul style="list-style-type: none"> <li>• to reduce the threat of flooding and erosion to people and their property; and</li> <li>• to benefit the environment, society and the economy as far as possible, in line with the Government's 'sustainable development principles'. These are standards set by the UK Government, the Scottish Executive and Welsh Assembly Government for a policy to be sustainable, and they are as follows: <ul style="list-style-type: none"> <li>○ Living within environmental limits</li> <li>○ Ensuring a strong, healthy and just society</li> <li>○ Achieving a sustainable economy</li> </ul> </li> </ul>	<p>No targets or indicators.</p>	

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<ul style="list-style-type: none"> <li>○ Using sound science responsibly</li> <li>• Promoting good governance</li> </ul>		
<b>Environment Agency (2015) River Basin Management Plan Anglian River Basin District</b>		
<p>The River Basin Management Plan contains the following objectives/targets for the Anglian River Basin District:</p> <ul style="list-style-type: none"> <li>• By 2015, 16 per cent of surface waters (rivers, lakes, estuaries and coastal waters) in this river basin district are going to improve for at least one biological, chemical or physical element, measured as part of an assessment of good status according to the Water Framework Directive. This includes an improvement of 1,700 km of the river network in relation to fish, phosphate, specific pollutants and other elements.</li> <li>• By 2015 19 per cent of surface waters will be at good ecological status/potential and 45 per cent of groundwater bodies will be at good status. In combination 20 per cent of all water bodies will be at good status by 2015.</li> </ul>	<p>No additional targets identified.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan policies should consider how the water environment can be protected and enhanced. This will come about through reducing pollution and abstraction.</li> <li>• IIA Framework should consider effects upon water quality and resource.</li> </ul>
<b>Environment Agency (2016) River Basin District Flood Risk Management Plan Anglian River Basin District</b>		
<p>The Flood Risk Management Plan contains 20 objectives. These include:</p> <ul style="list-style-type: none"> <li>• Understanding Flood Risk and Working in Partnership</li> <li>• Community preparedness and resilience</li> <li>• Minimise community disruption</li> </ul>	<p>No targets are included.</p>	<p>The IIA Framework should consider an objective to reduce flood risk.</p>

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<ul style="list-style-type: none"> <li>• Adapting to costal erosion</li> <li>• Avoid inappropriate development in areas of flood and coastal erosion</li> <li>• Reduce risk to life, and property</li> <li>• Maintain existing assets minimise the risk of flooding to residential properties</li> <li>• Continue river, watercourse and tidal defence maintenance</li> <li>• Reduce economic damage to non-residential properties</li> <li>• Maintain existing assets minimise the economic damage from flooding to non-residential properties</li> <li>• Contribute to achieving Water Framework Directive (WFD) objectives</li> <li>• Minimise the negative impacts of flooding to designated nature conservation Sites</li> <li>• Minimise the negative impacts of flooding to designated heritage sites</li> </ul>		
<p><b>Mayor of London (Greater London Authority) (2015) The London Infrastructure Plan 2050</b></p>		
<p>The Plan makes the case for new and improved infrastructure provision in London in order to support high levels of forecast population growth.</p> <p>The Plan identifies the types and quantum of infrastructure required, how much it will cost and how it can be funded and delivered. It also explores options for housing the Capital's rapidly growing</p>	<p>Projections suggest London's population will reach 11.27 million at 2050, a 37% increase from 2011. Coupled with an historic backlog of infrastructure investment, this will create a number of challenges to London's infrastructure. These include:</p> <ul style="list-style-type: none"> <li>• Demand for public transport is likely to increase by 50%</li> <li>• Energy demand is expected to increase by 20% by 2050</li> <li>• The demand for water is predicted to exceed supply by 2016 with a 21% deficit in supply by 2040</li> <li>• Need for new hub airport capacity in London, as Heathrow is approaching capacity</li> <li>• Provision needed for a growing school age population, equivalent to 600 new schools and colleges, and</li> <li>• Around 49,000 new homes a year need to be provided.</li> </ul>	<ul style="list-style-type: none"> <li>• When considering housing provisions/targets the Review of the Adopted Local Plan should be mindful of the potential shortfall of around 7,000 new homes a year for London which may require to be accommodated in areas outside of London</li> <li>• The Review of the Adopted Local Plan should acknowledge that London provides employment opportunities for many residents in Chelmsford.</li> </ul>

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<p>population, including locations outside of London's existing boundaries.</p>		
<p><b>Mayor of London (Greater London Authority) (2021) The London Plan: The Spatial Development Strategy for Greater London</b></p>		
<p>The Plan sets out the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London. The Plan also contains the planning policies for London:</p> <ul style="list-style-type: none"> <li>• Planning London's Future – Good Growth</li> <li>• Spatial Development Patterns</li> <li>• Design</li> <li>• Housing</li> <li>• Social Infrastructure</li> <li>• Economy</li> <li>• Heritage and Culture</li> <li>• Green Infrastructure and natural Environment</li> <li>• Sustainable Infrastructure</li> <li>• Transport</li> </ul>	<p>The Plan contains the ten-year housing targets for all of the authorities that comprise the London region. In total, it is expected that approximately 522,870 houses need to be built in the London area over the next ten years.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should acknowledge that London provides employment opportunities for many residents in Chelmsford. The Review of the Adopted Local Plan should be mindful of the ambitious targets for house building within the London Plan, as Chelmsford might be required to provide housing to aid in meeting these targets if house building within London stalls.</li> </ul>
<p><b>Mid Essex CCG (2023) Integrated Care Strategy 2023-2033</b></p>		
<p>Our vision for Mid Essex is: 'Our communities working together to create innovative and sustainable local services delivering integrated first class health and social care for all'</p> <p>This vision will be delivered through: Our Key System Objectives</p> <ul style="list-style-type: none"> <li>• Resilient and engaged communities and citizens</li> <li>• Person-centred and integrated care</li> </ul>	<p>Linked to our Vision, the CCG's overarching defining outcomes are:</p> <ol style="list-style-type: none"> <li>1. Mid Essex residents to live a healthier and longer life</li> <li>2. Mid Essex residents are supported to look after their health and wellbeing</li> <li>3. Reduce inequalities in health for Mid Essex residents by narrowing the gap in life expectancy</li> <li>4. Mid Essex residents will be provided with good quality, harm free and affordable healthcare</li> <li>5. Mid Essex residents who are frail and have a long term condition will receive integrated health and social care services that will reduce their need to utilise health and social care services</li> <li>6. Mid Essex residents to be supported to access and use healthcare services appropriately</li> </ol>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to work with and support the health status and needs of the local population.</li> <li>• The IIA Framework should include objectives and / or guide questions relating to the health.</li> </ul>

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<ul style="list-style-type: none"> <li>• Appropriate use of and access to health and social care 7 days per week</li> <li>• Improving patient experience and outcomes</li> <li>• Whole system financial sustainability</li> </ul> <p>Our Success Criteria</p> <ul style="list-style-type: none"> <li>• System objectives delivered</li> <li>• Key outcomes delivered</li> <li>• Quality and patient experience is good</li> <li>• Whole health and social care system financially stable by 18/19</li> </ul>		
<b>Natural England (2015) Site Improvement Plan: Essex Estuaries</b>		
<p>Site Improvement Plans (SIPs) have been developed for each Natura 2000 site in England as part of the Improvement Programme for England's Natura 2000 sites (IPENS). Natura 2000 sites is the combined term for sites designated as Special Areas of Conservation (SAC) and Special Protected Areas (SPA).</p>	<p>No targets identified.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to provide policies to support the Site Improvement Plan for the Essex Estuaries.</li> </ul>
<b>South East Local Enterprise Partnership (2015) Rural Strategy 2015 - 2021</b>		
<p>The Rural Strategy includes 9 objectives:</p> <ul style="list-style-type: none"> <li>• Provide support for rural businesses and businesses in rural areas</li> <li>• Optimise the growth and development of the Agri-tech, Agri-food and Forestry-tech sectors</li> <li>• Support the development of sustainable rural tourism</li> <li>• Support development and provision of enhanced levels of connectivity</li> </ul>	<p>The Rural Strategy does not include targets or indicators.</p>	<ul style="list-style-type: none"> <li>• The IIA Framework should consider effects on the rural economy.</li> </ul>

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<ul style="list-style-type: none"> <li>Develop the skills of the rural workforce</li> <li>Build 'community capital' in our dispersed communities, villages and market towns</li> <li>Support development of a more efficient low carbon and sustainable rural economy</li> <li>Safeguard our natural assets, heritage and quality of life.</li> <li>Support sustainable development and planning to provide a sustainable future</li> </ul>		
<p><b>South East Local Enterprise Partnership (2017) Growth Deal Round 3</b></p>		
<p>The Economic Plan outlines the opportunities and challenges across the South East LEP area. It provides the economic context and outlines the LEP's approach to creating the conditions for growth across the following themes:</p> <ul style="list-style-type: none"> <li>Building on our economic strengths</li> <li>Boosting our productivity</li> <li>Improving our skills</li> <li>Building more houses and re-building confidence</li> <li>Investing in our transport growth corridors/areas</li> </ul> <p>Round 3 funding includes a further £102m of government cash to help create jobs, support businesses and create new growth opportunities.</p>	<p>The Economic Plan sets out the LEPs ambition to:</p> <ul style="list-style-type: none"> <li>enable the creation of 200,000 sustainable private sector jobs over the decade to 2021, an increase of 11.4% since 2011;</li> <li>complete 100,000 new homes by 2021, which will entail, over the seven years, increasing the annual rate of completions by over 50% by comparison with recent years; and,</li> <li>lever investment totaling £10 billion, to accelerate growth, jobs and homebuilding.</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should support the delivery of the Strategic Economic Plan.</li> <li>The IIA Framework should include objectives/guide questions relating to the promotion of economic development, skills, investment in transport infrastructure and housing.</li> </ul>
<p><b>Woodlands for Life (2011): Realising the Benefits of trees, woods and forests in the East of England</b></p>		
<p>Trees and woodland provide significant benefits to the social, economic and environmental fabric of East of England</p>	<ul style="list-style-type: none"> <li>250ha a year of new woodland in Essex.</li> </ul>	<p>The Review of the Adopted Local Plan needs to recognise the importance of making the best use of woodland, trees and forests which can:</p>

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<p>and have an increasingly important role in climate change mitigation and adaptation.</p>		<ul style="list-style-type: none"> <li>• Promote sustainable growth within environmental limits</li> <li>• Reduce greenhouse gas emissions</li> <li>• Adapt to impacts of climate change</li> <li>• Increase resource efficiency and reduce recourse use and waste</li> <li>• Conserve and restore the regions natural and built environment</li> <li>• Promote employment learning, skills and innovation</li> </ul>
<p><b>Sub-Regional (County) Plans and Programmes</b></p>		
<p><b>Environment Agency (2009) North Essex Catchment Flood Management Plan Summary Report</b></p>		
<p>The aim of the CFMP is to “understand the scale and extent of flooding now and in the future, and set policies for managing flood risk within the catchment”.</p> <p>The CFMP “should be used to inform planning and decision-making by key stakeholders” such as the Environment Agency, regional/local authorities, internal drainage boards, transportation planners, land owners/managers, the public and local businesses.</p> <p>The CFMP identifies the following objectives:</p> <ul style="list-style-type: none"> <li>• Where possible, flood risk should be managed by storing water on the floodplain upstream of Chelmsford.</li> <li>• Redevelopment of floodplain areas is an opportunity to increase their flood resilience.</li> <li>• Flood awareness plans will be used to manage the consequences of flooding.</li> </ul>	<ul style="list-style-type: none"> <li>• Chelmsford City Centre and residential areas are at risk from flooding from the three watercourses (Can, Chelmer and Wid).</li> <li>• Currently there are 366 properties at risk from the 1% annual probability river flood.</li> <li>• There are some agricultural land at risk and some parts of the A1016,1099 and A138 at risk in the 1% annual probability river flood.</li> <li>• There is a significant amount of mainly grade three agricultural land at risk in the 1% annual probability river flood.</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to minimise the risk of flooding and ensure properties which are at risk of flooding are able to adapt.</li> <li>• The IIA Framework should include objectives/guide questions which seek to reduce the risk of flooding.</li> </ul>

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<b>Essex Biodiversity Project (2011) Essex Biodiversity Action Plan 2010-2020</b>		
<p>The overarching aim of Biodiversity Action Plans is to "halt overall biodiversity loss, support healthy well-functioning ecosystems and establish more coherent ecological networks".</p>	<p>This Plan delivers a number of action plans which provide guidance for biodiversity works and relate to the 19 Priority Habitats of the Biodiversity 2020 Strategy, as well as the list of Priority Species and Habitats provided for in Section 41 of the Natural Environment and Rural Communities Act.</p> <p>The actions plans are by habitat group and include:</p> <ul style="list-style-type: none"> <li>• Arable field margin</li> <li>• Hedgerows</li> <li>• Traditional orchards (and Essex specific varieties)</li> <li>• Lowland dry acid grassland</li> <li>• Lowland meadows</li> <li>• Lowland heathland</li> <li>• Ponds</li> <li>• Rivers</li> <li>• Floodplain and coastal grazing marsh</li> <li>• Lowland raised bog</li> <li>• Reedbeds</li> <li>• Coastal saltmarsh</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should protect the intrinsic value of the identified habitats and seek to improve them where possible.</li> <li>• The IIA Framework should include an objective/guide question which seeks to conserve and enhance habitats and species.</li> </ul>
<b>Essex County Council (2008) Joint Municipal Waste Management Strategy for Essex (2007-2032)</b>		
<p>This Strategy sets out Essex's approach to dealing with municipal waste up to 2032. It sets out a waste hierarchy which follows reduce, re-use, recycle, recover and dispose.</p>	<p>The strategy sets out recycling targets which include recycling 60% of household waste by 2020 and reducing the amount of biodegradable waste sent to landfill to 131,386 tonnes by 2020 (386,319 tonnes were sent in the 2002 baseline year).</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to implement the waste hierarchy to ensure the amount of municipal waste is reduced.</li> <li>• The IIA Framework should include objectives/guide questions which ensure the amount of waste sent to landfills is reduced and encourage the uptake of recycling and reuse of materials.</li> </ul>
<b>Essex County Council (2008) Essex Strategy 2008-2018 – Liberating Potential: Fulfilling Lives</b>		
<p>The vision of the Essex Partnership is: "To support Essex people to liberate their potential and enjoy the best quality of life in England"</p> <ul style="list-style-type: none"> <li>• People want to be safe and healthy.</li> </ul>	<p>The plan sets out a number of actions including creating new links to major regeneration areas and active traffic management to help achieve the policies.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should support development which promotes a high quality of life.</li> <li>• The IIA Framework should include social and environmental objectives/guide questions which encourage a healthier lifestyle.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>• Our ambition is to make Essex the safest place to live in England.</li> <li>• People want to belong.</li> </ul>		
<p><b>Essex County Council (2009) Public Rights of Way Improvement Plan</b></p>		
<p>The objectives for the plan have been derived from two sources - the problems, issues and opportunities identified in the questionnaire and workshop evidence base for the plan, and a review of related policy and strategy documents and their objectives. These were discussed amongst the project Steering Group and public rights of way officers, to develop this agreed list of objectives:</p> <p>Environment</p> <ol style="list-style-type: none"> <li>1. To re-use and recycle, where feasible, and promote sustainable measures</li> </ol> <p>Improved accessibility</p> <ol style="list-style-type: none"> <li>2. To incorporate approved pathways into the public rights of way network</li> <li>3. To better integrate rights of way with other access provision, initiatives and facilities</li> <li>4. To reduce fragmentation in the public rights of way network</li> <li>5. To improve accessibility on the public rights of way network</li> </ol> <p>Safety</p> <ol style="list-style-type: none"> <li>6. To assist in providing 'safer routes to schools'</li> <li>7. To promote safety</li> </ol> <p>Quality of life and good health</p>	<p>No targets or indicators identified.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to protect and enhance public rights of way (PROW).</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>8. To promote improved health and quality of life through the use of the public rights of way network</p> <p>Tourism and economy</p> <p>9. To stimulate tourism and the local economy</p> <p>Communities and partnership</p> <p>10. To increase community involvement in the management of the public rights of way network</p>		
<p><b>Essex County Council (2011) Essex Transport Strategy: The Local Transport Plan for Essex</b></p>		
<p>This is the third Local Transport Plan and has been produced to respond to the needs of the communities in Essex. The vision of the Plan is “for a transport strategy that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex”.</p> <p>The Plan sets five outcomes which comprise:</p> <ul style="list-style-type: none"> <li>• Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration.</li> <li>• Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology.</li> <li>• Improve safety on the transport network and enhance and promote a safe travelling environment.</li> <li>• Secure and maintain all transport assets to an appropriate standard</li> </ul>	<p>As the main focus of growth, the population of Chelmsford is set to rise substantially in the near future, with the planned construction of 16,000 new homes by 2025. Over the same period, regeneration initiatives and new business developments aim to achieve the creation of an estimated 20,000 new jobs.</p> <p>To support this, and to ensure that Chelmsford remains an attractive location for its residents and businesses, innovative transport measures are required. Many of the key corridors into Chelmsford town centre are congested, especially during the peak periods, with specific problems at junctions. Although the bus and cycling networks are extensive and serve the town well there are a number of key improvements required. The railway station is also at capacity at peak times and in need of environmental improvements.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should take into account the five outcomes of the Plan and ensure they are not compromised.</li> <li>• IIA Objectives/guide questions should seek to improve access to sustainable high quality modes of transport, ensure safety on the network is enhanced and reduce congestion.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>and ensure that the network is available for use.</p> <ul style="list-style-type: none"> <li>Provide sustainable access and travel choice for Essex residents to help create sustainable communities".</li> </ul>		
<b>Essex County Council (2012) Essex Economic Growth Strategy</b>		
<p>All of the proposals in the Strategy are designed to achieve five objectives:</p> <ul style="list-style-type: none"> <li>Essex businesses are enabled and supported to be more productive, innovate and grow, creating jobs for the local economy;</li> <li>Essex businesses are enabled to compete and trade internationally;</li> <li>individuals are equipped and able to access better paid jobs through an education and skills offer that meets the needs of businesses;</li> <li>the <b>life chances</b> of people in our most deprived areas are improved by ensuring that residents are able to access jobs and public services; and</li> <li>securing the highways, infrastructure and environment to enable businesses to grow.</li> </ul>	<p>Essex will prosper if small and medium sized enterprises (SMEs) across Essex become more productive</p> <p>The Strategy seeks to make the <b>Essex Growth Offer</b> to up to 500 SMEs with considerable expansion potential, targeting companies in our four priority growth sectors along with selected others.</p> <p>Increase the numbers starting <b>Apprenticeships</b> by 25% for 16-18 year olds and 33% for 19-24 year olds within two years, leading to an additional 3,096 people starting new jobs and/or acquiring new skills over that period - a higher proportion than usual will be within more technically related disciplines.</p> <p><b>Enterprise Areas</b></p> <p><b>Chelmsford Innovation Centre:</b> Creation of a Centre of Excellence for low carbon in Chelmsford, meeting needs and delivering open innovation activities to promote the commercial exploitation of the region's strengths in the sector.</p> <p><b>Chelmsford Rail Station and Days Yard:</b> Provision of new access to the station to facilitate development of commercial and residential sites.</p> <p><b>Chelmsford Town Centre Public Realm Improvements:</b> A series of significant public realm improvements in Chelmsford linked to major redevelopment sites.</p> <p><b>Chelmer Waterside Regeneration:</b> Expansion of the town centre with complementary commercial and residential development.</p>	<ul style="list-style-type: none"> <li>The policies in the Review of the Adopted Local Plan should help achieve the objectives sets out within the Strategy.</li> <li>The IIA Framework should include objectives relating to economic growth.</li> </ul>
<b>Essex County Council (2014) Essex Minerals Local Plan</b>		
<ol style="list-style-type: none"> <li>To ensure sustainable minerals development can be approved without delay in accordance with the presumption in the National Planning Policy Framework.</li> <li>To ensure minerals development supports the proposals for sustainable economic growth, regeneration, and development outlined in adopted Local</li> </ol>	<p>The proposed monitoring framework addresses the target to create a minimum of 200 hectares of UK priority habitat creation in Essex by 2029 through mineral site restoration or through contributions to support off-site enhancements in proximity to the extraction site. This is expressed in Policy S12. Of this 200ha target, 60ha is to be comprised of open mosaic habitats (essentially a mixture of habitats) on previously developed land, 50ha is to be restored to lowland heath and lowland dry acid grassland and a further 50ha to reed beds.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan will need to consider the 'preferred sites' identified within the Minerals Plan and the associated implications as part of the Plan preparation.</li> <li>The IIA Framework should include objectives/guide questions which ensure the vision/objectives of the Minerals Plan are included and in physical terms the locations of</li> </ul>

## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>Plans/ LDFs prepared by Essex district/ borough/ city councils.</p> <p>3. To ensure that minerals development in the County fully promotes sustainable development.</p> <p>4. To ensure certainty for both developers and the public.</p> <p>5. To ensure that minerals and associated development provides for,</p> <ul style="list-style-type: none"> <li>• The minimisation of greenhouse gas emissions during the winning, working and handling of minerals.</li> <li>• Sustainable patterns of minerals transportation.</li> <li>• The integration of features which promote climate change mitigation and adaptation into the design of minerals restoration and after-care proposals.</li> </ul> <p>6. To ensure that local communities are consulted and their views considered during the development of minerals proposals and in the determination of planning applications for minerals development.</p> <p>7. To ensure that the impacts on amenity of those people living in proximity to minerals developments are rigorously controlled, minimised and mitigated.</p> <p>8. To reduce reliance on primary mineral resources in Essex, firstly through reducing the demand for minerals and minimising waste, and secondly, by the re-use and use of recycled aggregates.</p> <p>9. To identify and safeguard the following mineral resources in Essex:</p>		<p>the 'preferred sites' are taken into account as part of the assessment process.</p>

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<ul style="list-style-type: none"> <li>• Sand and gravel, silica sand, brickearth, brick clay and chalk reserves which have potential future economic and/ or conservation value. Unnecessary sterilisation should be avoided.</li> <li>• Existing and potential secondary processing and aggregate recycling facilities that are of strategic importance for future mineral supply to ensure that these are not compromised by other non-mineral development.</li> </ul> <p>10. To provide for a steady and adequate supply of primary aggregates and industrial minerals by:</p> <ul style="list-style-type: none"> <li>• Safeguarding transshipment sites for importing and exporting mineral products.</li> <li>• Meeting the mineral provision targets agreed by the East of England Aggregates Working Party, or as indicated by the Local Aggregate Assessment.</li> <li>• Identifying suitable mineral extraction sites through site allocations in the Plan</li> </ul> <p>11. To provide protection from minerals development to designated areas of landscape, biodiversity, geodiversity, cultural and heritage importance, in a manner which is commensurate with their importance.</p> <p>12. To secure high quality restoration of extraction sites with appropriate after-care to achieve new after-uses which are beneficial and enhance the local environment.</p> <p>13. To maintain and/or enhance landscape, biodiversity and residential</p>		

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<p>amenity for people living in proximity to minerals development.</p> <p>14. To achieve more sustainable patterns of minerals transportation by:</p> <ul style="list-style-type: none"> <li>• Giving preference to identifying local sources of aggregate as close as reasonably possible to urban growth areas and growth centres.</li> <li>• Optimising how mineral sites gain access to the strategic road network.</li> <li>• Mitigating the adverse traffic impacts of mineral extraction and associated development by appropriate traffic management measures.</li> <li>• Increasing the use and availability of rail and water facilities for the long haul movement of mineral products.</li> </ul>		
<p><b>Essex County Council (2014) Economic Plan for Essex</b></p>		
<p>This document provides the economic plan for Essex, though it is likely that parts of this document are outdated when compared to more recently produced economic documents.</p> <p>The plan seeks to achieve the following economic outcomes:</p> <ol style="list-style-type: none"> <li>1. We want to secure sustainable economic growth for businesses and communities across Essex. Everything in this plan supports this ambition.</li> <li>2. We will determine our success based on measures of:</li> </ol>	<p>The creation of 117,745 new jobs and 81,310 new homes over the lifetime of the plan.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to grow Chelmsford job and housing market.</li> <li>• The IIA Framework should have guide questions relating to economic growth and the creation of new housing.</li> </ul>

APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>• job growth across Essex – we aim to secure 117,745 new jobs through the delivery of this plan;</li> <li>• increased levels of output across the economy – we want to see output increase in growth corridors and in key sectors;</li> <li>• improvements in productivity – we want to see sustained increases in the earnings of those working in Essex;</li> <li>• increased house building – we aim to see 81,310 new homes built over the life of this plan;</li> <li>• improvements in broadband – we want to maximise the number of households and businesses that have access to superfast broadband;</li> <li>• the skills of the Essex workforce – we want more Essex businesses to be able to recruit suitable people;</li> <li>• the economic activity of our young people – we want Essex to be a NEET free county (people not in education, employment and training); and</li> <li>• the delivery of infrastructure improvements that support business growth – we want businesses to have access to the right premises, and for Essex's transport links to enable, rather than inhibit economic growth.</li> </ul> <p>3. To help us manage progress towards this goal, we have commissioned specialised economic analysis to:</p>		

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>quantify baseline our position at 2014;</li> <li>project anticipated trends based on demographic changes and the impact of our plans and proposals; and</li> <li>provide regular updates on changes in the local economy.</li> </ul> <p>4. This intelligence will allow us to make evidence-based judgements on where our plans are progressing well, where progress is being made, and where further action is required.</p>		
<p><b>Essex County Council (2022) Essex Sector Development Strategy - Targeting a stronger, more inclusive, and more sustainable future economy</b></p>		
<p>Identifies 5 economic sectors with significant growth potential that could be realised in Essex: Construction and Retrofit; Clean Energy; Advanced Manufacturing &amp; Engineering; Digi-tech; and Life Sciences (including med-tech and care-tech). These economic sectors will deliver large numbers of good quality jobs for our residents.</p>	<p>Strategic goal 1: A thriving economy using the sectors to market Essex as a centre of innovation and entrepreneurial spirit where the benefits of this growth are felt within the county. In practice that will mean:</p> <ul style="list-style-type: none"> <li>– More high quality jobs in the sectors of the future</li> <li>– More funding for innovation</li> <li>– Good quality buildings for businesses</li> <li>– A business community that is ready to take advantage of innovation and technology</li> <li>– Residents with the skills and confidence to embrace digital services and employment opportunities.</li> </ul> <p>Strategic goal 2: An economy for everyone ensuring every resident of Essex has the opportunity to gain the skills and experience to succeed in the five sectors regardless of their background and identity. To do this we will deliver:</p> <ul style="list-style-type: none"> <li>– A skills system that is aligned with the job and opportunities of the future</li> <li>– A collaborative approach between education, businesses, and local government to deliver the skills needed for employment in the five growth sectors</li> <li>– Clear pathways of employment from traditional sectors into the five growth sectors</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should seek to address opportunities identified in key economic sectors, targeting where land, premises and the drive toward zero carbon can assist this process.</li> <li>The IIA Framework should have guide questions relating to economic growth and the meeting of the needs of key business sectors.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<p>– Equality of opportunity in our in growth sectors.</p> <p>Strategic goal 3: An economy fit for the future centring green growth as intrinsic to the future growth of the five priority sectors to ensure we meet our target for a net zero county by 2035. Success for this opportunity looks like:</p> <ul style="list-style-type: none"> <li>– Reduced emissions in line with our ambition for the County to become net zero</li> <li>– Progress towards a decentralised and decarbonised energy system</li> <li>– Sustainable new homes and a thriving retrofit sector to improve existing homes</li> <li>– Essex at the forefront of low carbon (solar, offshore wind, nuclear and hydrogen) energy development and employment</li> <li>– Harnessing innovation to reach our net zero ambitions.</li> </ul>	
<b>Essex County Council (2019) The Essex Prosperity and Productivity Plan</b>		
<p>Mission 1: A dynamic economy            Mission 2: A resilient economy            Mission 3: An inclusive economy            Mission 4: A connected economy</p>	<p><b>Mission 1: A dynamic economy</b></p> <ul style="list-style-type: none"> <li>• Increase the supply of industry-relevant qualifications</li> <li>• Increase the supply of industry-relevant qualifications</li> <li>• Increase the supply of industry-relevant qualifications</li> <li>• Support those who are already in the labour market to access new skills</li> </ul> <p><b>Mission 2: A resilient economy</b></p> <ul style="list-style-type: none"> <li>• Across all economic growth interventions, we will support the development of new industries associated with the transition to a more energy-efficient, lower carbon economy</li> <li>• We will incentivise the development and use of sustainable materials within the construction and development process</li> <li>• We will invest in the low carbon skills base</li> </ul> <p><b>Mission 3: An inclusive economy</b></p> <ul style="list-style-type: none"> <li>• We will support opportunities for retraining</li> <li>• We will drive 'fair work'</li> <li>• We will seek to embed 'anchor institutions'</li> <li>• We will respond to demographic change and evolving demand</li> </ul> <p><b>Mission 4: A connected economy</b></p> <ul style="list-style-type: none"> <li>• We will work with Transport East to prioritise strategic transport investments</li> <li>• We will link our wider investment offer with stronger connectivity</li> <li>• We will drive high-speed digital connectivity</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should recognise the changes, challenges and opportunities in the economy and in partnership respond accordingly</li> <li>• The IIA Framework should have guide questions relating to economic growth relating to skills development and the emerging economic landscape.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<b>Essex County Council (2015) Education Transport Policy</b>		
<p>Essex County Council has a statutory duty to make arrangements to provide free home to school transport for some children of compulsory school age and discretion whether to provide transport for others.</p> <p>This document sets out Essex County Council's Home to School Transport Policy and describes how the Council fulfils its duties and exercises its discretionary powers as required under the Education Act 1996 and subsequent legislation.</p>	<p>No targets or indicators.</p>	<p>The IIA Framework should include objectives/guide questions which consider the accessibility of dwellings to educational services and facilities.</p>
<b>Essex County Council (2016) Essex Cycling Strategy</b>		
<p>Sets out the key elements of a long term plan that will lead to a significant and sustained increase in cycling in Essex, establishing it in the public's mind as a 'normal' mode of travel, especially for short a-to-b trips, and as a major participation activity and sport for all ages. The Strategy is complemented by the Essex Cycle Action Programme.</p> <p><b>Objectives</b></p> <p>Double the number of cycling stages (trips) in Essex from 2014 levels by 2025 at our monitored counter sites and other key routes.</p> <p>Cultivate a mind-set that sees cycling as a normal, enjoyable and everyday activity for the majority of short journeys.</p> <p>Establish cycling as an enjoyable participation activity for health gain and a popular competitive sport.</p>	<p><b>PROVIDE</b></p> <p>Coherent Cycle Networks Local Cycling &amp; Walking Infrastructure Plans Cycling Action Plans Flagship Routes</p> <p><b>ENABLE</b></p> <p>Governance of the Essex Cycling Strategy Transformational Funding New and Improved Cycling Infrastructure in Essex Best Practice Design</p> <p><b>PROMOTE</b></p> <p>A 'Cycle Essex' brand High Profile Events Increased support for local initiatives Cycling Strategy</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should produce policies which support promotion of cycling as a commuter and leisure activity, supported by appropriate infrastructure within new neighbourhoods and more widely.</li> <li>The IIA Framework should include objectives/guide questions which identify how cycling activity can be promoted as part of sustainable travel choices, in turn contributing to wider sustainability objectives.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p><b>Strategy</b></p> <p>ENABLE – a focus on leadership that will drive the strategy forward.</p> <p>PROMOTE – a targeted increase in the promotion of cycling.</p> <p>PROVIDE – a step-change in the extent and quality of cycling infrastructure.</p>		
<p><b>Essex County Council (2017) Chelmsford's Future Transport Network</b></p>		
<p>£15 million has been secured to invest in sustainable transport measures in line with the vision of Chelmsford's future transport network. This investment will fund the Chelmsford City Growth Package – which aims to improve the city's transport network with a focus on sustainable transport options to support future housing and job growth and with highways capacity improvements where appropriate to address congestion hotspots.</p> <p>The Growth Package will improve the quality of transport options available to people when travelling to and within Chelmsford. It will include a package of smaller scale improvements across all types of transport. These schemes will help manage congestion and keep Chelmsford's road network moving in the future.</p>	<ul style="list-style-type: none"> <li>• Sustainable and economic growth: Supporting planned growth, development and jobs.</li> <li>• Improved transport network reliability: To manage traffic levels across Chelmsford's road network to improve journey time reliability and maximising the use of the transport network.</li> <li>• Improved connectivity: To improve accessibility and connectivity into and within Chelmsford, to link communities together and to provide access to key services, transport hubs and opportunities such as jobs and education.</li> <li>• Sustainable Transport: offer an attractive and effective choice in the provision of sustainable travel (buses, cycling and walking) to encourage increased use and reduce pressure on the road network.</li> <li>• Attractive Environment: To protect, enhance and improve the quality of the natural, built and historic environment to enhance residents, workers and visitors quality of life.</li> </ul>	<p>The IIA Framework should include objectives/guide questions which consider the accessibility the projected investment in transport infrastructure and the associated promotion of sustainable transport options.</p>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<ul style="list-style-type: none"> <li>• Healthier Environment: To reduce the impacts of air pollution and raise health standards through the promotion of walking and cycling.</li> <li>• Safe transport network and environment: To improve safety on the transport network and enhance and promote a safe and secure travelling environment.</li> </ul>	
<b>Essex County Council (2021) Essex Walking Strategy</b>		
<p>1 Increase walking for everyday trips            2 Improve road safety for pedestrians            3 Better design and enhanced accessibility            4 Enable physical activity &amp; walking for health            5 Enable more walking to schools            6 Promote walking for leisure            7 Support economic development            8 Improve neighbourhoods and supporting the development of new communities            Objective 9 Encourage walking by changing attitudes and behaviour</p>	<p>Strategy Walking Proposals</p> <ul style="list-style-type: none"> <li>• Aim for 400 walking trips (for travel) per person per year by 2025 (where the average trip is approx. 1km or 10mins).</li> <li>• Promote park-and-stride</li> <li>• Grow footfall on priority walking networks to improve natural surveillance.</li> <li>• Collaborate with partners and developers to maximise and optimise walking</li> <li>• networks, including where appropriate those that connect with public transport services.</li> <li>• Implement a hierarchy system to allow greater focus of resources on the most used routes.</li> <li>• Promote Essex Design Guide and Garden Communities Principals in new developments.</li> <li>• Review design standards for walking infrastructure to ensure they encourage safe behaviour and meet pedestrian needs (including provision</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should produce policies which support promotion of walking as a commuter and leisure activity, supported by appropriate infrastructure within new neighbourhoods and more widely.</li> <li>• The IIA Framework should include objectives/guide questions which identify how walking activity can be promoted as part of sustainable travel choices, in turn contributing to wider sustainability objectives.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<p>for the elderly and mobility-impaired).</p> <ul style="list-style-type: none"> <li>• Enable walking networks for key towns through development of LCWIPs.</li> <li>• Enable more accessible network of walking and cycling routes in Essex Support better wayfinding and legibility to encourage 'walking with confidence'.</li> <li>• Promote Active by Design principles – make walking the most convenient way to get around local areas.</li> <li>• Develop a framework for improving walking at a neighbourhood level by drawing on Healthy Streets Principles.</li> <li>• Develop a framework for working with developers to ensure that walking (and cycling) is designed in to new housing and communities, and provides links to existing destinations.</li> <li>• Create better links to walking corridors between local neighbourhoods and new communities</li> </ul>	
<p><b>Essex County Council (2020) Sustainable Modes of Travel Strategy</b></p>		
<ul style="list-style-type: none"> <li>• Allow and enable residents to make an informed choice about how they travel for work, school and leisure;</li> <li>• Improve the health, welfare and safety of all Essex residents by encouraging an active lifestyle through increased walking and cycling;</li> </ul>	<p>No targets or indicators identified.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should produce policies which support promotion of sustainable modes of travel within new development and as part of the transition of the City Area to a more sustainable footing.</li> <li>• The IIA Framework should include objectives/guide questions which identify how sustainable travel choices can be secured, in turn contributing to wider sustainability objectives.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>• Shape future planned growth and development in Local Plans at locations which promote the hierarchy of preferred modes of transport, namely walking, cycling and public transport, and focus development in locations which are or can be made sustainable;</li> <li>• Importance of design to create attractive and safe environments that will be more welcoming and enticing to walking and cycling</li> <li>• Better management of congestion to secure the resilience of the network;</li> <li>• Embed high quality sustainable alternatives, reducing the need to travel by car;</li> <li>• Reduce DM7 and other emissions;</li> <li>• Promote and support the development of travel options being used to access employment, health, education and leisure facilities;</li> <li>• To consolidate and build on existing Travel Plans developed within the County;</li> <li>• Contribute to meeting the County Council's Sustainable Travel Business Plan targets that relate to the delivery of transport services.</li> </ul>		
<b>Essex County Council (2020) Developers' Guide for Infrastructure Contributions</b>		
<p>This Guide aligns with the overall aims of the National Planning Policy Framework (NPPF) by supporting sustainable development. By promoting a consistent and transparent approach, developers can be assured that they are making a fair contribution to the infrastructure needed to support growth, and local residents can understand how development in their area makes a positive contribution to their community. The Guide also aims to assist</p>	<p>No targets or indicators.</p>	<p>The Review of the Adopted Local Plan should produce policies which support the implementation of Section 106/Community Infrastructure Levy (CIL)/developer contributions.</p>

## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
Local Planning Authorities in producing Local Plans and supporting evidence they require, and where applicable, the Community Infrastructure Levy (CIL).		
<b>Essex County Council (2020) Sustainable Drainage Systems Design Guide</b>		
<p>As the Lead Local Flood Authority (LLFA) Essex County Council is responsible for overseeing flood risk from surface water, groundwater and ordinary watercourses. The LLFA is therefore expected to provide support to local planning authorities and the development industry on sustainable drainage proposals.</p> <p>This document forms the local standards for Essex and, together with the National Standards, strongly promotes the use of SuDS which help to reduce surface water runoff and mitigate flood risk.</p> <p>A return to more natural, sustainable methods of dealing with surface water from development will also have additional benefits for:</p> <ul style="list-style-type: none"> <li>• Water quality – SuDS can help prevent and treat pollution in surface water runoff, protecting and enhancing the environment and contributing towards Water Framework Directive objectives.</li> <li>• Amenity – SuDS can have visual and community benefits for the community</li> </ul>	No targets or indicators.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should produce policies which support the implementation of SuDS with regard to planning, design and delivery.</li> <li>• The IIA Framework should include objectives/guide questions which consider the impact SuDS can have with regard to mitigating flooding.</li> </ul>
<b>Essex County Council (2017) The Future of Essex</b>		
Is an ongoing series of documents, reports, community groups and events that seek to improve Essex and ensure the	No specific targets or indicators.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should consider how to best encourage Essex to recover after the Covid-19 pandemic.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>region as a whole is a good place to work, live, play and relax. As part of these documents is the Essex Renewal Project, which will be produced in 2022 and help to guide Essex to recovering from the Covid-19 pandemic.</p>		
<p><b>Essex County Council and Southend-on-Sea Borough Council (2017) Essex and Southend-on-Sea Waste Local Plan</b></p>		
<p>The objectives of the Waste Local Plan are to ensure waste is properly managed within the region and for waste to be pushed up the waste hierarchy where able to ensure more waste is recycled. The document is underpinned by the principle of achieving net self-sufficiency where practical (not for radioactive or hazardous waste).</p> <p>This document contains the waste management strategy for the region up to 2032, which underpinned by eight strategic objectives.</p>	<p>An overarching aim for the region to become self-sufficient for most forms of waste by 2032.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan needs to encourage more sustainable waste management.</li> <li>• The IIA Framework should include objectives/guide questions relating to waste management.</li> </ul>
<p><b>Essex County Council (2023, live document) Essex Design Guide</b></p>		
<p>This is a live document that the Council often updates. It provides guidance on what is considered to be good design. It covers a wide range of design/built environment topics such as:</p> <ul style="list-style-type: none"> <li>• Emergency services</li> <li>• Layout details</li> <li>• Highways technical manual</li> <li>• Air quality</li> <li>• Garden communities</li> <li>• Parking design and detail</li> <li>• Developer contributions</li> <li>• SuDS</li> </ul>	<p>The guidance is binding.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should consider the principles of the design guide in terms of spatial context when considering the location of development.</li> <li>• The IIA Framework should include guide questions which relate to high quality design and socio-economic impacts.</li> </ul>

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<ul style="list-style-type: none"> <li>Built context</li> <li>Architectural details</li> </ul> <p>The Design Guide aims to help create high-quality places within Essex. The aim of the 2018 Design Guide is to address the evolution of socio-economic impacts on place-making.</p>		
<p><b>Essex County Council (2020) Essex Green Infrastructure Strategy</b></p>		
<p>Champions high quality green space and green infrastructure in Essex. The purpose of this strategy is to take a positive approach to enhance, protect and create an inclusive and integrated network of high-quality green infrastructure in Greater Essex. This will help to create a county-wide understanding of green infrastructure, its functions and values, and to identify opportunities for delivering green infrastructure.</p> <p>The purpose of this strategy is to take a positive approach to enhance, protect and create an inclusive and integrated network of high-quality green infrastructure in Greater Essex, to create a county-wide understanding of green infrastructure – its functions and values, and to identify opportunities for delivering green infrastructure. The aim is to guide and shape planning and other services through setting principles that can inform plans and strategies, that will enable a coherent approach and partner collaboration in the delivery and long-term management of multi-functional natural assets, which will provide</p>	<p>The Objectives of the Strategy are to:</p> <ul style="list-style-type: none"> <li>Protect existing green infrastructure, especially designated sites</li> <li>Improve existing green infrastructure so it is better functioning for people and wildlife</li> <li>Create more high-quality multi-functional green infrastructure, especially in areas of deficiency</li> <li>Improve the connectivity of green infrastructure for people and wildlife</li> <li>Increase use and inclusivity of green infrastructure across all user groups, social groups and abilities</li> <li>Provide green infrastructure facilities to promote health and wellbeing</li> <li>Working with partners to build and secure funding, effective governance and stewardship for new and existing green infrastructure to ensure their long-term sustainability</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should include policies and proposal relating to the protection, enhancement and creation of green infrastructure resources.</li> <li>The IIA Framework should include guide questions which relate to the protection, enhancement and creation of green infrastructure resources, both existing and as part of new development,</li> </ul>

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<p>environmental, social and economic benefits for Greater Essex. When referring to Greater Essex, this includes the 12 Districts, Boroughs and City and the two unitary authorities.</p>		
<p><b>Essex County Planning Officers Association, (2021) Livewell Development Accreditation</b></p>		
<p><b>Livewell Developer Charter:</b>            Commits developers to support the health and wellbeing principles within the accreditation scheme            Based on an annual review            Promotes developer commitment to delivering health and wellbeing throughout their business helping to support their own corporate responsibilities            Training and advice provided by the Essex Planning Officers Association (EPOA)</p>	<p>Stage 1 – Livewell Design Award            Developers assessed on how they have embedded healthy design principles into their emerging schemes            Uses Health Impact Assessment or the Healthy Checklist</p> <p>Stage 2 – Livewell Development Accreditation            Development assessed on a credit-based scoring process on the following principles:            Design of homes and spaces            Active environment and connectivity            Environmental Sustainability            Supporting Communities            Access to healthier food environments            Improving access to education, skills and employment</p> <p>Livewell Developments will be awarded at either bronze, silver or gold level subject to approval by a panel            Panel to undertake site visit to assess the as built scheme against the scoring criteria.</p> <p><b>Smaller scale schemes</b>            Developer proposing schemes that do not meet the minimum size criteria (50 dwellings+) for an HIA can still submit their schemes for accreditation.            Only three of the principles will be assessed against small scale schemes 'home/space design', 'active environment and connectivity, and 'environmental sustainability' for smaller schemes</p>	<p>Provides a criteria-based framework for the systematic and transparent evaluation of development proposals of all scales and how they contribute to health and well-being across the City Council area.</p>
<p><b>Essex Planning Officers Association (2022) Essex Healthy Places – Advice Notes for Planners, Developers and Designers</b></p>		
<p>Gathers together the state of play on the emerging health agenda, considering:            Health in planning            Policy and strategy            Essex Design Guide            Sport England Local Delivery work within Essex Healthy Places guidance            • Active environments and active design principles</p>	<p>Various checklists developed to accompany health policy guidance.</p>	<p>Provides a criteria-based framework for the systematic and transparent evaluation of development proposals of all scales and how they contribute to health and well-being across the City Council area.</p>

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<ul style="list-style-type: none"> <li>• Encouraging active travel</li> <li>• Design of homes and housing</li> <li>• Access to open green and blue space</li> <li>• Supporting community participation and lifetime neighbourhoods</li> <li>• Access to healthier food environments and locally sourced food</li> <li>• Education, skills development and employment</li> <li>• Access to healthcare infrastructure</li> <li>• Environmental sustainability</li> </ul> <p>Health Impact Assessments Environmental Impact Assessments</p>		
<b>Essex County Council (2018) Local Flood Risk Management Strategy</b>		
<p>This document establishes several 'measures' that underpin and govern how flooding will be managed and considered within the region:</p> <ul style="list-style-type: none"> <li>• Measure 1: Investigating Floods – The Council will investigate the reasons for flooding, how flooding occurred and provide aid to people affected by flooding.</li> <li>• Measure 2: Mapping local routes for water – The Council will keep a record of the regions water environment to help Measure 1 and to create better flood management practices.</li> <li>• Measure 3: Looking after our watercourses – Ensure the watercourses of the region are well maintained to ensure they can operate as important water and flood management assets.</li> </ul>	<p>Improve the flood resilience of the Essex region.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should improve the flood resilience of the region over its lifetime.</li> <li>• The IIA Framework should contain a guide question relating to flood risk.</li> </ul>

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<ul style="list-style-type: none"> <li>Measure 4: Planning for future floods – The Council will try to ensure the regions flood resilience improves.</li> <li>Measure 5: Influencing new development and drainage – The Council will ensure new developments do not compromise its surroundings flood resilience and will look favourably on developments that increase an areas flood resilience.</li> <li>Measure 6: Building new flood defences – The Council will invest in new flood defences.</li> </ul>		
<p><b>Essex County Council (2022) Essex Joint Health and Wellbeing Strategy 2022-2026</b></p>		
<p>This document seeks to improve the health and wellbeing of the residents of the region. It also identifies the following areas of focus:</p> <ol style="list-style-type: none"> <li>1. Improve mental health and wellbeing</li> <li>2. Addressing obesity, improving diet and increasing physical activity</li> <li>3. Influencing conditions and behaviours linked to health inequalities</li> <li>4. Enabling and supporting people with long term conditions and disabilities</li> </ol>	<p>Improve the health and wellbeing of the residents of the Essex region.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should improve the health and wellbeing of the region's residents over its lifetime.</li> <li>The IIA Framework should contain guide questions relating to health and wellbeing.</li> </ul>
<p><b>Essex County Council (2020) Local and Neighbourhood Planners' Guide to School Organisation</b></p>		
<p>This document provides guidance to those who are producing Local and Neighbourhood plans to ensure they best consider if new school places are needed. Such plans need to consider what the current capacity of school places is and the validity of expanding school places.</p>	<p>No specific target or indicators.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should consider if it could or is required to provide new school places.</li> <li>The IIA Framework should address training and education considerations are addressed.</li> </ul>

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<b>Essex County Council (2020) Essex Children and Young People's Plan</b>		
<p>This plan originally was produced in 2016, but it was updated in 2020. The 2016 plan resulted in a continued improvement in the lives of children within the region, which the 2020 update seeks to continue and capitalise on. The key points the plan seeks to continue/capitalise on past successes on are outlined below:</p> <ul style="list-style-type: none"> <li>• Resilient children and young people</li> <li>• Stable and thriving families</li> <li>• Inclusive and supportive schools and communities</li> <li>• Safe and accessible neighbourhoods</li> </ul>	<p>To capitalise on the success of the 2016 plan to ensure the health and wellbeing of the region's children continues to improve.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should consider how it could improve the health and wellbeing of the region's children.</li> <li>• The IIA Framework should include health and well-being considerations are addressed.</li> </ul>
<b>Essex County Council (2021) Organisation Plan 2021/22</b>		
<p>This plan contains the following focus areas for the region, which will be given considerable funding in order to tackle or address:</p> <ul style="list-style-type: none"> <li>• Securing inclusive economic growth</li> <li>• Helping people get the best start and age well</li> <li>• Helping to create great places</li> <li>• Transforming the Council</li> </ul>	<p>No specific targets or indicators.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should consider how it could help address the focus areas identified.</li> </ul>
<b>Essex County Council (2021) The Essex Plan for Working Families</b>		
<p>This plan seeks to improve the lives of working families within the region by focusing on the following priorities:</p> <ul style="list-style-type: none"> <li>• Childcare – improve access to affordable childcare</li> <li>• Housing – support working families finance their housing costs</li> <li>• Information advice &amp; guidance – ensure families can access the information and guidance they need</li> </ul>		<ul style="list-style-type: none"> <li>• The IIA Framework should ensure economic and training considerations are addressed.</li> </ul>

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<ul style="list-style-type: none"> <li>Skills &amp; employment – help parents gain the skills they need and to foster a culture of good employment practices in employers</li> <li>Living costs – help families manage their living costs</li> </ul>		
<b>Essex County Council (2022) Levelling up Essex – An Essex White Paper</b>		
<p>This white paper seeks to identify current barriers preventing Essex from 'levelling up':</p> <ul style="list-style-type: none"> <li>There are more than 123,000 people in Essex, 40,000 of whom are children, that live in areas that are in the 20% most deprived of the whole UK. This is a figure that has doubled since 2007.</li> <li>At Key Stage 4 there is a 30% gap in educational attainment between the most and least deprived areas in the county.</li> <li>There is on average a 12 year life expectancy gap between the most and least deprived areas of the county.</li> <li>Health outcomes among the residents of the most deprived areas of the county are significantly worse: 87% higher instance of Respiratory progressive diseases (COPD); 69% increase of mental health conditions; and adult obesity is 53% higher</li> </ul>	<p>To tackle the barriers identified that are preventing the region from 'levelling up'.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should consider how it can address all/some of the barriers identified in this white paper.</li> <li>The IIA Framework should ensure economic, training and health considerations are addressed.</li> </ul>
<b>Essex County Council (2021) Essex Baseline and Pathway to Net Zero</b>		
<p>Baseline of emissions in Essex and a future emissions pathway which has been developed by modelling the</p>	<p>No targets set</p>	<ul style="list-style-type: none"> <li>Reference points for the determination of the performance of the Review of the Adopted Local Plan area</li> </ul>

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<p>impact of the recommended actions of the Essex Climate Action Commission (ECAC) in respect of the following sectors:</p> <ul style="list-style-type: none"> <li>- Domestic buildings</li> <li>- Industrial &amp; Commercial (I&amp;C) buildings</li> <li>- Industrial processes</li> <li>- Road transport</li> <li>- Land use and agriculture</li> <li>- Household waste</li> </ul> <p>Scenarios to 2050 for energy mixes in new development are set out.</p>		
<p><b>Essex County Council (2021) Everyone's Essex: our plan for levelling up the county 2021 to 2025</b></p>		
<p>Outlines commitments across four key areas to levelling up across Essex:</p> <ul style="list-style-type: none"> <li>• the economy</li> <li>• the environment</li> <li>• children and families</li> <li>• promoting health, care and wellbeing for all the parts of our population who need our support</li> </ul>	<p><b>Good jobs</b> We will work hard to address the impacts of the Covid pandemic on unemployment by supporting business recovery and building a stronger economy for the future, enabling people to build the skills they need to be part of it, and working alongside Essex businesses to help reduce barriers to employment for disadvantaged groups.</p> <p><b>Infrastructure</b> We will deliver and maintain high quality infrastructure to improve opportunities for people living in Essex as well as supporting a growing economy and the delivery of new homes and communities by investing in the region of £1 billion by the end of this council.</p> <p><b>Future growth and investment</b> We will help grow existing businesses and the economic sectors of the future in Essex, including the arts, and secure high levels of new investment by working with partners to promote the county, by creating the conditions for growth and by maximising the impact of public sector spend within the county.</p> <p><b>Green growth</b> We will develop Essex as a centre for innovation, supporting new technologies and business models to enable our economy to transition to net zero and secure green jobs for the future by ensuring we have the right local skills and drawing in investment opportunities.</p> <p><b>Levelling up the economy</b> We will work to level up the economy by addressing the drivers of socioeconomic inequality (including income, education, employment, health and housing), based on the foundation of good jobs and a higher skilled and healthier workforce.</p> <p><b>Net zero</b></p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should consider how the commitments can be supported through plan policies and proposals.</li> <li>• The IIA Framework should ensure the topics considered in the levelling-up agenda are addressed.</li> </ul>

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	<p>We will work across the council and the county to hit our net zero targets, by ensuring that the council significantly reduces its carbon footprint, whilst also supporting an acceleration in the progress towards sustainable housing and energy, and active and alternative forms of travel across the county.</p> <p><b>Transport and built environment</b> We will deliver a step change in sustainable travel across the county, by growing passenger transport and active travel, and will ensure we support the move towards net zero, climate resilient developments, including our new garden communities, by delivering sustainable, healthy neighbourhoods for the future.</p> <p><b>Minimise waste</b> We will minimise the impact on the environment by supporting residents and businesses to reduce waste and increase the amounts recycled, and by working with others to deliver a more circular economy whereby we better protect our natural resources through the efficient and ongoing reuse of materials.</p> <p><b>Green communities</b> We will work with communities and businesses, providing advice and support to enable and empower local action to reduce greenhouse gas emissions and build climate resilience.</p> <p><b>Levelling up the environment</b> We will help all our communities to enjoy a high-quality environment, by making them more resilient against flooding, heat stress and water shortages, by enhancing our county's green infrastructure and by reducing air pollution.</p> <p><b>Health</b> We have 5 commitments for promoting health, care and wellbeing for all the parts of our population who need our support.</p> <p><b>Health lifestyles</b> We will aim to increase the proportion of people able to live healthy lifestyles by embedding a community-first approach, by helping people to overcome social isolation, mental ill health and substance misuse, and by helping people to live fit and active lifestyles.</p> <p><b>Promoting independence</b> We will work with key partners and the adult safeguarding board to help individuals to live free from abuse and neglect and will enable residents to live independently by assisting them to access suitable accommodation, supporting access to employment and meaningful activities, and enabling independence at home through reablement, care technology, and market shaping to ensure strong domiciliary support, and investment in housing.</p> <p><b>Place-based working</b></p>	

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	<p>We will deliver better care that meets the needs of residents by joining up care and support with local partners in a place, including with district councils, health partners and the local voluntary and community sector.</p> <p><b>Carers</b> We will help those carers of all ages whose caring duties are impacting most on their wellbeing by achieving a step change in the advice, guidance and support we provide to support wellbeing and independence, and by targeting it at those who need it most.</p> <p><b>Levelling up health</b> We will seek to reduce health inequalities by bringing together partners and communities to address the socio-economic drivers that underpin poor health outcomes, such as poor housing, poverty, economic insecurity and low skills.</p> <p><b>Education outcomes</b> We will achieve educational excellence and high standards for all children and young people as we recover from the pandemic, by working in partnership with early years providers, schools, colleges and universities, by building greater coherence across the system and by engaging businesses, communities and the arts sector in supporting education outcomes.</p> <p><b>Family resilience and stability</b> We will work to strengthen family resilience and stability, as part of thriving communities, by embedding an approach that tackles the drivers of family instability and provide support to low income, vulnerable and working families.</p> <p><b>Safety</b> We will continue to improve the safety of Essex residents, including children and young people, by sustaining our nationally recognised approach to early intervention, safeguarding and neglect, addressing domestic abuse, child criminal and sexual exploitation, and peer on peer violence and abuse. We will continue close working with our partners to help make our communities safer and address key issues such as violence and vulnerability, and safety for women and girls.</p> <p><b>Outcomes for vulnerable children</b> We will work to improve outcomes for the most vulnerable and disadvantaged groups including Children in Care, Care Leavers, Children with SEND and children from BAME communities, by working with children, young people and partners across the system.</p> <p><b>Levelling up outcomes for families</b> We will work to address inequalities affecting children and families by focusing on recovery from the pandemic, tackling family poverty, mental health support, emotional wellbeing and</p>	

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	healthy, active and productive lifestyles, and making sure that we engage hard to reach groups.	
<b>Essex County Council (2022) Essex early Years and Childcare Strategy 2022-2027</b>		
<p>This strategy provides a number of aims that will govern how childcare is approached within in the regions:</p> <ul style="list-style-type: none"> <li>• Aim 1 - Children and their families achieve their potential with support from an effective and connected early years system that as a clear vision, purpose, and direction</li> <li>• Aim 2 - All children have a positive journey through their early years and are well supported to transition to Reception and start Year 1</li> <li>• Aim 3 - Children who may be at risk of poor outcomes are prioritised for high quality targeted</li> <li>• Aim 4 - Children’s early learning and development is expertly supported by a strong, skilled, and knowledgeable early years and childcare system workforce</li> <li>• Aim 5 - Parents can access sufficient, high quality and fully inclusive childcare places that support early learning and childcare needs</li> <li>• Aim 6 - Families are enabled to be the best they can be</li> </ul>	No specific targets or indicators.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should work to improve the lives of children and families.</li> <li>• The IIA Framework should ensure economic and training considerations are addressed.</li> </ul>
<b>Essex Climate Action Commission (2021) Net Zero: Making Essex Carbon Neutral</b>		
Sets out Essex Climate Action Commission’s key steps to reaching net zero by 2050, in line with UK statutory commitments, through:	<p><b>Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>• 30 per cent of all land in Essex will enhance biodiversity and the natural environment by creating natural green infrastructure. We expect these figures to be 25 per cent by 2030 and 30 per cent by 2040.</li> <li>• 50 per cent of farmland in Essex will adopt sustainable land stewardship practices by 2030; 75 per cent by 2040 and 100 per cent by 2050.</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should consider the measures suggested and the extent to which policies and proposals can respond.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>Land use and Green Infrastructure</li> <li>Energy</li> <li>Built Environment</li> <li>Transport</li> <li>Waste</li> <li>Community Engagement</li> <li>Green Economy</li> </ul>	<ul style="list-style-type: none"> <li>To increase urban greening – 30 per cent greening of our towns, villages, and new developments by 2040: increased greenspace creation, naturalising existing green space, greening the public realm, and developing SuDS. Every citizen of Essex can contribute by making space for nature, either in their own gardens or buildings, or through communal areas where they live.</li> <li>For the 75,000 properties in Essex still at risk of flooding, we will develop schemes to increase their flood resilience by 2050 and aim for three-quarters of the schemes developed to include integrated water management and natural flood management techniques.</li> <li>Develop and agree new policy on coastal flooding and erosion risk management that specifies long-term, evidence-based, quantified outcomes that have the buy-in of the affected communities and stakeholders.</li> <li>Coastal flood resilience schemes in critical areas to be implemented by 2023.</li> <li>Ensure that adaptation (and mitigation) are integrated into the Environmental Land Management system.</li> <li>Develop a Funding and Partnership Development Programme.</li> </ul> <p><b>Energy</b></p> <ul style="list-style-type: none"> <li>Essex to be made a centre of innovation for emerging renewable technologies (e.g. small scale nuclear and manufacturing of renewables products such as solar tiles).</li> <li>A network of community energy neighbourhoods to be built across every district in Essex, to generate, store, share and use energy locally by 2035.</li> <li>Essex to produce enough renewable energy within the county to meet its own needs by 2040.</li> <li>All large-scale renewable developments to have an element of community ownership from 2021.</li> <li>1.43 GW of large-scale solar panels to be built on available land without compromising current agricultural land by 2030.</li> <li>Solar panels to be installed on every available roof on domestic, industrial and commercial buildings by 2050, with a target of 25 per cent by 2030.</li> <li>All new build houses, industrial and commercial units to have solar panels fitted immediately.</li> <li>One-third of commercial buildings to be retrofitted as far as possible with renewable systems by 2030.</li> <li>Retrofit across the whole housing stock by 2040, introduce an incentive to accelerate the shift to low carbon heating solutions.</li> <li>Bioenergy to be used for all rural homes that are hard to decarbonise through electrification by 2030.</li> <li>100 per cent of fuel-poor households to be retrofitted and supplied with affordable renewable energy by 2030.</li> <li>All gas-fired power in Essex to be repurposed to bioenergy by 2035.</li> </ul>	<ul style="list-style-type: none"> <li>The IIA Framework should consider the topics and targets set out in this document.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<ul style="list-style-type: none"> <li>• All waste heat from industrial and commercial use to be captured and reused (where local demands exists) by 2035.</li> <li>• Create hydrogen storage facilities to store excess renewable energy (off-shore wind and solar) by 2030.</li> <li>• Facilities to be created to produce green hydrogen to fuel heavy goods vehicles by 2040.</li> <li>• The EV charging network to be rapidly expanded beyond the UK national average, focusing particularly on rural locations.</li> </ul> <p><b>Built Environment</b></p> <ul style="list-style-type: none"> <li>• All new schools commissioned to be carbon zero by 2022 and carbon positive by 2030.</li> <li>• All new homes and all new commercial buildings granted planning permissions to be carbon zero by 2025.</li> <li>• All new homes and non-domestic buildings granted planning permission to be carbon positive by 2030.</li> <li>• District Local Plans should reflect the Government's 25-year Environment Plan and incorporate green infrastructure, including making sustainable drainage (SuDs) as a default requirement on all new developments, supported by the developer contribution.</li> <li>• New homes should provide space for high levels of recycling to support a new circular economy (see chapter Waste). Essex Design Guide (<a href="http://essexdesignguide.co.uk">essexdesignguide.co.uk</a>) to be updated to reflect best environmental practice in net zero and resilience.</li> <li>• Essex to set goals for reversing the national decline in urban greenspace.</li> <li>• Support local planning officers, by providing training and building expertise in responding to the climate crisis.</li> <li>• Review of the Essex employment, training, skills, procurement, and business operations to deliver the ambitions of the ECAC and partners in relation to innovative and green construction for a carbon zero future.</li> <li>• We need to support the housing sector – which is a key employer in Essex – to develop new opportunities and skills and make sure we can be part of green construction sector growth. Essex seeks to lead the way, working with our universities, buildings industry and local planners to be at the forefront of building innovation, with a clear focus on building with nature.</li> <li>• Essex should bring forward net zero developments urgently to showcase these new approaches, with a major scheme under construction by 2023.</li> <li>• The industry needs to secure sustainable building materials with an urgent focus on green procurement standards in place by end of 2022.</li> <li>• The Essex Developers Group should establish a Climate Change Charter and 'demonstrator' projects.</li> <li>• New developments (buildings and infrastructure) should have SuDS as the default option and only be given the right to connect to the sewer system once national SuDS standards have been met.</li> </ul>	

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<ul style="list-style-type: none"> <li>• Local Plan policies and transportation policies must support active travel and prioritise walking and cycling, promoting them as the natural choice, particularly for shorter journeys.</li> </ul> <p><b>Existing Buildings</b></p> <ul style="list-style-type: none"> <li>• All schools should have smart meters by the end of 2021. 50 per cent of Essex schools to be retrofitted to net zero standards by 2025 and 100 per cent by 2030.</li> <li>• All anchor institutions estates – that is buildings owned by the public sector in Essex, and all local authorities, NHS, police, fire, schools, and universities - to be retrofitted to net zero carbon standards by 2030. We need to develop adaptation and mitigation plans for these estates including care homes, hospitals, schools, and prisons.</li> <li>• Two-thirds of all homes to be retrofitted as far as possible to net zero carbon standards by 2030 and all by 2040 with incentives introduced to accelerate the shift to low carbon heating solutions.</li> <li>• Existing homes – carbon emissions reduction of 50 per cent by 2030 and carbon zero by 2040. 100 per cent of fuel poor homes to be retrofitted and supplied with affordable energy by 2030.</li> <li>• All retrofit schemes should include water efficiency alongside energy efficiency.</li> <li>• Prioritise using waste heat where possible – usually in urban areas where there is a high demand for heating and cooling.</li> <li>• Rural homes that are hard to decarbonise with electric heating, will be supported to move to more sustainable fuel sources such as bioenergy. Bring forward a programme to implement 10 walkable neighbourhoods by 2021 and then 20 schemes each year between 2022-2030.</li> <li>• Existing towns and villages must seek to support and provide for more adaptation measures. This should include green space to be retrofitted in local areas, which includes measures such as tree planting, and green roofs and walls (see chapter Land Use and Green Infrastructure) Introduce a stronger policy on sustainable drainage (SuDS) which will replicate natural water drainage. There must be clarity on who is adopting and maintaining the SuDS systems.</li> <li>• Transportation policies must support active travel and prioritise walking and cycling, promoting them as the natural choice, particularly for shorter journeys.</li> <li>• Optimise energy use in the public estate by 25 per cent by 2025 and 50 per cent by 2030.</li> <li>• Essex should invest in green construction training for a zero carbon future by 2021.</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• Essex Highways to update its Highways and Transportation Policies in 2021. To minimise the need for travel, all new developments (residential, business, tourist etc.) need to be built in the right place, designed around sustainability – designing out the need to travel. Where this isn't possible sustainable and active travel should be embedded in full, from the start.</li> </ul>	

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<ul style="list-style-type: none"> <li>• By the end of 2021 introduce 10 Walkable Neighbourhoods across Essex and further 20 every year to 2030, where all key amenities, such as shops, are available within a 20-minute radius, reducing rat running and pollution, and returning streets back to their communities.</li> <li>• By 2022: introduce School Streets for 25 schools across the county and an additional 20 every year to 2050. This can be done using current walking and cycling infrastructure, speed restrictions and traffic management systems to promoting safer, greener, and healthier streets. We also need to encourage bus and train travel over cars for longer journeys to school.</li> <li>• By 2030 reduce city centre and town car congestion by:               <ul style="list-style-type: none"> <li>• Introducing dedicated, well-planned cycling and walking routes across all urban and rural locations and to all railway stations.</li> <li>• Upgrading and expanding the National Cycle Network and integrate with existing local routes.</li> <li>• Working with businesses to improve onsite facilities and develop routes.</li> <li>• Promoting bus travel. Introduce three new subsidy-free Park &amp; Choose (pedal, scoot, stride) sites.</li> <li>• Using Park and Ride as a stepping stone to more widespread public transport use.</li> </ul> </li> <li>• Explore options to create car-free town centres by:               <ul style="list-style-type: none"> <li>• incentivising the pedestrianisation of key centres and rural locations.</li> <li>• introducing road tolling and multi-occupancy lanes.</li> <li>• introducing charges for car use in city centres.</li> <li>• reducing the availability of city centre parking.</li> <li>• launching a county-wide Car-Free Day.</li> </ul> </li> <li>• Encourage both formal and informal car-sharing options and car-sharing clubs, and introduce five workplace levies, with local anchor institutions to encourage car-sharing.</li> <li>• Expand 3PR (a school parking initiative) and school zones projects.</li> <li>• Work with local businesses to introduce new delivery hubs and greener delivery vehicles               <ul style="list-style-type: none"> <li>• Introduce 10 local delivery hubs by 2022 followed by the wide adoption of local delivery hubs.</li> <li>• Introduce e-cargo bike pilots in five locations by 2022, leading to wider introduction through 2030.</li> <li>• Explore other delivery vehicle types including autonomous options.</li> <li>• Explore complementary solutions e.g. retiming delivery.</li> </ul> </li> <li>• Essex County Council to develop a detailed EV strategy including the charge point business models to help businesses and the public sector electrify their current fleet.               <ul style="list-style-type: none"> <li>• Expand the charging network beyond the UK national average, focusing particularly on rural locations.</li> <li>• Electrify the Essex County Council fleet.</li> <li>• Explore options for alternative fuelling of vans.</li> <li>• Comprehensive trial and roll out of e-bikes. Essex County Council will embrace new technology</li> <li>• Embed micro-mobility solutions. Expand e-scooter and e-bikes schemes to new developments / Park and Ride and explore rural options.</li> <li>• Kickstart innovative solutions such as electric demand responsive transport with a clear pathway to commerciality.</li> </ul> </li> <li>• It is vital to publicly commit to rebuilding public transport post-COVID and funding our bus and rapid transit network effectively.</li> </ul>	

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<ul style="list-style-type: none"> <li>• Ringfence income from other initiatives, e.g. parking levies, to improve sustainable, low carbon bus travel.</li> <li>• Build behaviour change strategy and education campaign focussing on active travel, public transport and discouraging unnecessary car use. This underpins all other recommendations.</li> </ul> <p><b>Waste</b></p> <ul style="list-style-type: none"> <li>• By 2025: all Essex residents and businesses will have access to kerbside recycling services. We know the service currently varies greatly within the county and we want to see a commitment to make sure a minimum standard of kerbside recycling is consistently available to all properties. With at least the core materials being collected for our residents to encourage them to adopt the habit of recycling.</li> <li>• By 2030: at least 70 per cent of the waste the Council collects is reused, recycled, or composted.</li> <li>• By 2030: everyone in Essex to have reduced their waste by 10 per cent of 2020 levels. Establish an Essex Waste Innovation Fund with an early focus on plastic substitution opportunities and enhancing local reprocessing capacity. Develop the Essex Waste Partnership to fully engage with producers, industry, and research bodies to support the circular economy and unlock opportunities. Provide support to residents and businesses so they can make the right choices.</li> <li>• By 2030: Essex should commit to send zero waste to landfill sites.</li> <li>• By 2024: a network of community-based reuse and repair hubs to be established across Essex to help people fix what they already have or donate items for others to reuse.</li> <li>• By 2025: systems are in place so all biodegradable waste in the county is put to beneficial use through composting, recycling, or energy generation. The adoption of life-cycle analysis so the greenhouse gas emissions from the products and services bought, and the waste system, service design and treatment technologies used, can be measured and fully considered to ensure choices that minimise impacts. The development of a strategic vision for waste shared by the local authorities in Essex, which has principles of the circular economy at its core.</li> </ul>	
<p><b>Essex Planning Officer Association (2009) Guidance Note: Parking Standards – Design and Good Practice</b></p>		
<p>Objective to “Develop new parking standards for Essex that are functional, serve the community and enhance the living environment, deliver sustainable economic growth and employment.”</p>	<p>Through the review group a number of conclusions have been drawn:</p> <ul style="list-style-type: none"> <li>• 93 out of 267 (35%) wards in Essex have an average car ownership in excess of 1.5 vehicles per household (2001 census).</li> <li>• 70% of Essex is rural and for many areas public transport does not offer an attractive alternative to the private car (e.g. service frequency, destination etc.)</li> <li>• It is acknowledged that previously advised garage dimensions are too small for modern cars (random sample of manufacturer’s specification 2007).</li> <li>• 78% of garages are not used to store vehicles but used for general storage/utility uses instead (Mouchel resident’s study 2007).</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should include policy references which covers parking provision to ensure developments meets National parking standards.</li> <li>• The IIA Framework should ensure design considerations are addressed.</li> </ul>

## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<ul style="list-style-type: none"> <li>Often rear parking courts are used to facilitate the increase in use of wheelie bins and recycling storage containers (working group site visits 2007).</li> <li>Parking bays are of an inadequate size for modern vehicle (working group site visits 2007, random sample of manufacturer's specification 2007).</li> <li>Parking Courts are often poorly located and designed as well a unattractive and not secure (working group site visits 2007),</li> <li>Parking courts must have easy and direct access to dwellings.</li> <li>Setbacks from garages and gates lead to vehicles parking in front of garages and blocking footways (working group site visits 2007,random sample of manufacturer's specification 2007).</li> </ul>	
<b>Water Resources East (2022) The Emerging Water Resources Regional Plan for Eastern England</b>		
<p>The document provides the strategic context and approach for addressing water demand challenges and states that: "The entire Eastern England is now classified as 'seriously water stressed'. It is short of water now and if nothing changes that shortage will get worse" and that: "Essentially, we are facing a climate and biodiversity crisis with water being the visible sign of this crisis. This emerging regional plan contains the seeds to help address the water crisis in Eastern England, in coexistence with the national context."</p> <p>In respect of new housing development, the document notes that "While future water demand drivers from population and housing growth are significant, these could be largely offset through demand management measures such as leakage reduction and a focus on household and non-household water efficiency, enabled by an increase in measures such as smart metering. However, the assumption that this increase can be offset is dependent</p>	No specific targets or indicators	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should include policies which address water supply and demand issues, particularly in respect of new development.</li> <li>The IIA Framework should ensure water resource considerations are addressed.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>on changing current behaviours of water users, supported by policies, regulation and interventions that make it easy to act to reduce water usage.”</p>		
<p><b>Crime Commissioner for Essex (2021) Police and Crime Plan 2021-2024</b></p>		
<p>This plan is a short document that sets out how the Essex police force will tackle crime and what priority areas they have. Their priorities are to prevent, investigate and tackle:</p> <ul style="list-style-type: none"> <li>• violence in all its forms</li> <li>• online crime</li> <li>• anti-social behaviour</li> <li>• gangs and organised crime</li> <li>• safety/crime on the roads</li> <li>• domestic abuse</li> <li>• burglary</li> </ul> <p>They also have an aim to support and protect:</p> <ul style="list-style-type: none"> <li>• children and vulnerable people</li> <li>• victims of crime</li> <li>• visibility in communities</li> </ul>	<p>The Police and Crime Plan for Essex 2021-2024 has the following priorities:</p> <ul style="list-style-type: none"> <li>• Further investment in crime prevention</li> <li>• Reducing drug driven violence</li> <li>• Protecting vulnerable people and breaking the cycle of domestic abuse</li> <li>• Reducing violence against women and girls</li> <li>• Improving support for victims of crime</li> <li>• Protecting rural and isolated areas</li> <li>• Preventing dog theft</li> <li>• Preventing business crime, fraud and cyber crime</li> <li>• Improving safety on our roads</li> <li>• Encouraging volunteers and community support</li> <li>• Supporting our officers and staff</li> <li>• Increasing collaboration</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to tackle crime and create safe spaces from people to live and work.</li> <li>• The IIA Framework should ensure community safety considerations are addressed.</li> </ul>
<p><b>Essex School Organisation Service (2022) 10 Year Plan – Meeting the demand for mainstream school places in Essex</b></p>		
<p>This document contains a series of forecasts and plans split over the following areas, which state what the areas school capacity should be and what needs to be done in the future to ensure enough school places are created:</p> <ul style="list-style-type: none"> <li>• Mid Essex</li> <li>• North East Essex</li> <li>• South Essex</li> <li>• West Essex</li> </ul>	<p>No specific targets or indicators</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to ensure it provides for enough school places over its lifetime.</li> <li>• The IIA Framework should ensure education considerations are addressed.</li> </ul>
<p><b>Essex School Organisation Service (2022) Garden Communities and Planning School Places</b></p>		

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
This document seeks to identify the number of school places needed in the regions garden communities/potential garden communities that could be created in the future.	No specific targets or indicators	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should seek to ensure it provides for enough school places over its lifetime.</li> <li>The IIA Framework should ensure education considerations are addressed.</li> </ul>
<b>Essex Wildlife Trust (2013) Living Landscapes – A Vision for the Future of Essex</b>		
The Living Landscapes' vision is to restore, recreate and reconnect wildlife habitats including SSSIs, Local Wildlife Sites and Nature Reserves, so that the species living within them can move through the landscape more easily, and continue to survive and thrive long into the future.	Essex used to be a wildlife-rich county. The county had many wildflower meadows; we have lost over 90% of them. Since 1930 we have lost 72% of our coastal marsh. Skylark numbers halved between 1969 and 1991 and the Song Thrush has declined by 73% since the mid 1970s.	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should seek to protect and enhance local wildlife habitats</li> <li>The IIA Framework should include objectives and / or guide questions relating to the conservation and enhancement wildlife habitats.</li> </ul>
<b>Geo Essex (2013) Essex Local Geodiversity Action Plan</b>		
This document provides guidance on Essex's geodiversity, which has a number of aspects that are unique to the region.	No specific targets or indicators	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should seek to protect and conserve the geodiversity of the region</li> <li>The IIA Framework should ensure geodiversity considerations are addressed.</li> </ul>
<b>Highways England (2021) A12 Chelmsford to A120 widening - public consultation</b>		
Proposals relating to the enhancement of A12, from Boreham Interchange to Marks Tey. Including consideration of the following topics relating to the scheme: Environment; Traffic; Walking, cycling and horse riding; Safety and operations; Economic growth; Property and landowners; Bypassed routes and other side roads; Construction	No specific targets or indicators	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should take into account the implications of this investment for matters such as traffic flows, congestion and attractiveness of the area to inward investment.</li> </ul>
<b>South East Local Enterprise Partnership (2014) Growth Deal and Strategic Economic Plan</b>		
The Economic Plan outlines the opportunities and challenges across the South East LEP area. It provides the economic context and outlines the LEP's	<p>The Economic Plan sets out the LEPs ambition to:</p> <ul style="list-style-type: none"> <li>enable the creation of 200,000 sustainable private sector jobs over the decade to 2021, an increase of 11.4% since 2011;</li> <li>complete 100,000 new homes by 2021, which will entail, over the seven years, increasing the annual rate of completions by over 50% by comparison with recent years; and,</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should support the delivery of the Strategic Economic Plan.</li> <li>The IIA Framework should include objectives/guide questions relating to the</li> </ul>

## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>approach to creating the conditions for growth across the following themes:</p> <ul style="list-style-type: none"> <li>• Building on our economic strengths</li> <li>• Boosting our productivity</li> <li>• Improving our skills</li> <li>• Building more houses and re-building confidence</li> <li>• Investing in our transport growth corridors/areas</li> </ul>	<ul style="list-style-type: none"> <li>• lever investment totalling £10 billion, to accelerate growth, jobs and homebuilding.</li> </ul>	<p>promotion of economic development, skills, investment in transport infrastructure and housing.</p>
<b>South East Local Enterprise Partnership (2015) Rural Strategy 2015-2021</b>		
<p>This strategy seeks to improve the rural economy of Essex. It also seeks to grow the rural economy and ensure it remains a mixture of traditional and new/innovative employment opportunities. It also seeks to increase the amount of affordable housing in rural areas.</p>	<p>No specific targets or indicators.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should improve the rural economy of Essex and increase the amount of affordable housing in the rural area.</li> <li>• The IIA Framework should include objective/guide questions relating to improving the economy and housing.</li> </ul>
<b>Local Plans and Programmes (including neighbouring local authorities)</b>		
<b>Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Councils (2006) Landscape Character Assessments</b>		
<p>These documents contain the Landscape Character Assessments for the Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Council areas, which provide important local landscape character information.</p>	<p>No relevant targets</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should take note of the identified landscape characters that exist within the region and ensure it supports them.</li> <li>• The IIA Framework should have objectives/guide questions relating to landscape.</li> </ul>
<b>Braintree District Council (2011) Core Strategy</b>		
<p>The Core Strategy sets out strategic growth locations and the level of provision that should be made for future housing in each of the towns, key service villages and other villages in the District.</p> <p>The Core Strategy sets out the overall target for job provision in the District</p>	<p>No relevant targets identified.</p>	<ul style="list-style-type: none"> <li>• There is potential for interaction between the Core Strategy and the Review of the Adopted Local Plan which could lead to cumulative effects.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>between 2001 and 2026, as well as identifying strategic employment allocations.</p> <p>The Core Strategy identifies broad areas of growth for town centre retailing and regeneration.</p>		
<p><b>Braintree District Council (2014) Site Allocations and Development Management Plan</b></p>		
<p>The pre submission site allocations plan shows the location of smaller non-strategic site allocations needed to meet the Council's Core Strategy required level of housing development up to 2026.</p> <p>The ADMP has reviewed existing employment sites in accordance with the NPPF requirements and identifies which employment sites in current or recent use, should be protected for employment uses, and which should instead be allocated for housing, retail or other purposes.</p>	<p>No relevant targets identified.</p>	<ul style="list-style-type: none"> <li>There is potential for interaction between the emerging Review of the Adopted Local Plan and the Review of the Adopted Local Plan which could lead to cumulative effects.</li> </ul>
<p><b>Braintree District Council (2021) Local Plan 2013-2033 Section 1</b></p>		
<p>Section 1 of the Local Plan provides strategic objectives and goals for the Braintree region, with Section 2 currently being reviewed to see if it can be adopted.</p> <p>Section 1 also provides planning policies that outline to developers what is considered acceptable development. The Section 1 plan is underpinned by support for sustainable development in-line with the NPPF.</p>	<p>The following housing requirements per annum have been established by this plan:</p> <ul style="list-style-type: none"> <li>Braintree: 716</li> <li>Colchester: 920</li> <li>Tendring: 550</li> </ul> <p>The total minimum housing requirements for the plan period 2013-2033:</p> <ul style="list-style-type: none"> <li>Braintree: 14,320</li> <li>Colchester: 18,400</li> <li>Tendring: 11,000</li> <li>Total over the three areas: 43,720</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should be in accordance with the objectives and policies of this plan and not compromise its ambitious house building targets.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
Section 1 also covers the areas of Colchester and Tendring.		
<b>Brentwood District Council Local Plan 2016-2033</b>		
<p>The Plan sets out policies, proposals and site allocations to guide future development in the Borough. It will enable the Council to manage growth while protecting key areas, including:</p> <ul style="list-style-type: none"> <li>• Housing and economic growth requirements;</li> <li>• Retail, leisure and other commercial development;</li> <li>• Infrastructure for transport and utilities (such as energy, telecoms, and water);</li> <li>• Local community facilities (such as local shops, schools and healthcare);</li> <li>• Conservation and protection of the natural and historic environment; and</li> <li>• Climate change and provision of renewable energy.</li> </ul>	No relevant targets identified.	<ul style="list-style-type: none"> <li>• There is potential for interaction between the Local Plan and the Review of the Adopted Local Plan which could lead to cumulative effects.</li> </ul>
<b>Chelmsford City Council (2004) Historic Environment Characterisation Project</b>		
<p>The report reveals the sensitivity, diversity and value of the historic environment resource within the local authority areas. The report should facilitate the development of positive approaches to the integration of historic environment objectives into spatial planning.</p>	No specified targets or indicators.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should facilitate development whilst protecting the historic fabric of Chelmsford.</li> <li>• The IIA Framework should include objectives/guide questions that relate to Chelmsford's historic environment.</li> </ul>
<b>Chelmsford City Council (2004) Chelmsford Parks and Green Spaces Strategy 2004-2014</b>		
<p>The vision of the Strategy is:</p> <p><i>"Chelmsford's green spaces belong to local people. They should be safe, cherished and accessible to all; managed for the future in order to co-ordinate and balance the needs</i></p>	No measurable targets.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should include policies that contribute to the maintenance and provision of parks and green spaces in Chelmsford. In particular, the Council should consider appropriate standards of green space to be provided with new development,</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p><i>of various interest groups fairly, and to achieve an ever-improving quality of life for all our residents and visitors".</i></p>		<p>the quality of linkages and accessibility of them and the necessity of securing appropriate management regimes.</p> <ul style="list-style-type: none"> <li>The IIA Framework should ensure adequate coverage of parks and green spaces.</li> </ul>
<p><b>Chelmsford City Council (2005) Nature Conservation Reference Guide for Chelmsford Borough</b></p>		
<p>This report evaluates the existing network of important wildlife sites as part of the ongoing Review of the Adopted Local Plan process. It aims to identify important Wildlife Sites and to describe the wildlife resource we have in the county as a whole.</p>	<p>No relevant targets or indicators.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should consider how it can contribute to the protection of the City's wildlife sites.</li> <li>The IIA Framework should include objectives/and or guide questions which help protect existing wildlife resources.</li> </ul>
<p><b>Chelmsford City Council (2008) Community Plan – Chelmsford Tomorrow Vision 2021</b></p>		
<p>The Community Plan priorities are:</p> <ul style="list-style-type: none"> <li>Maintaining a safe community</li> <li>Improving our local environment</li> <li>Meeting local transport needs</li> <li>Providing the best opportunities for learning and personal development</li> <li>Providing stable employment and improved prosperity</li> <li>Enhancing healthy living</li> <li>Promoting culture as the key to our future</li> </ul>	<p>Several targets are identified under the five themes of:</p> <ul style="list-style-type: none"> <li>Managing Growth;</li> <li>Environmental Protection and Enhancement;</li> <li>Balanced Communities;</li> <li>Quality of Life; and</li> <li>Economic Prosperity.</li> </ul>	<ul style="list-style-type: none"> <li>The Community Plan is now dated. However, its priorities should help to inform the IIA Framework and Review of the Adopted Local Plan.</li> </ul>
<p><b>Chelmsford City Council (2010) Private Sector Housing Strategy 2010-2015</b></p>		
<p>The overall aim of the strategy is to improve housing conditions both in terms of standards, accessibility, energy efficiency and to encourage a thriving private rented sector by recognising landlords that are operating an excellent business whilst also using enforcement action against landlords and owners</p>	<p>The Strategy identifies a number of actions.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should include policies that seek to support a thriving private rented sector.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>whose properties pose a health and safety risk to occupiers.</p> <p>The following priorities are identified:</p> <ul style="list-style-type: none"> <li>• self help by way of loans and creating further capacity through the development of suitable equity release options.</li> <li>• actions to address risks that cause 'falls' in homes and cold homes.</li> <li>• wherever possible bring homes up to the Decent Homes Standard when assessing for loan assistance to prevent further decline of stock condition.</li> <li>• run awareness campaigns to areas of properties shown to be most likely to have poor conditions.</li> <li>• actively promoting energy savings measures.</li> <li>• targeting work around fuel poverty.</li> <li>• increasing standards in the private rented sector.</li> <li>• re-licensing of Houses in Multiple Occupation and implementation of a rolling three year inspection programme recognising higher level of risk in this area.</li> <li>• improving the Disabled Facility Grant process for customers.</li> <li>• planning with Registered Social Landlords and other partner organisation for the anticipated growing demand for Disabled Facility Grants as our population ages.</li> </ul>		

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>increased intervention on empty homes if numbers continue to increase.</li> </ul>		
<b>Chelmsford City Council (2011) Chelmsford Town Centre Public Realm Strategy</b>		
<p>The Public Realm Strategy aims to provide a coordinated design vision and programme for the routes, streets and spaces within the town centre. The core objectives identified to create a good public realm are:</p> <ul style="list-style-type: none"> <li>Optimise public use;</li> <li>Public safety;</li> <li>Ease of pedestrian mobility and accessibility;</li> <li>Sustainable transport;</li> <li>Conservation and character enhancement;</li> <li>Enable development of key sites;</li> <li>Economic investment;</li> <li>High quality good-looking spaces.</li> </ul>	<p>The SPD sets out a number of practical objectives for Chelmsford to meet the core objectives which are outlined below:</p> <ul style="list-style-type: none"> <li>Identify streets and spaces which require action;</li> <li>Set out a programme of works with priorities identified based on condition, regeneration impact and connection with other improvement programmes;</li> <li>Complement the transport and development strategy for the town centre;</li> <li>Complement the cultural strategy;</li> <li>Help provide access to development sites to enable new residential development;</li> <li>Aid funding bids and to assist attracting further investment in the town centre;</li> <li>Facilitate community engagement, to respond to local needs and preferences;</li> <li>Guide project design and implementation to meet objectives and obtain value for money;</li> <li>Ensure a joined-up approach to the town centre public realm;</li> <li>Secure use of a sustainable palette of surface materials, plants and street furniture.</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should seek to provide policies to promote and manage growth within the City Centre.</li> <li>The IIA Framework should include guide questions relating to the City Centre.</li> </ul>
<b>Chelmsford City Council (2012) Allotment Strategy</b>		
<p>This strategy places importance on the maintenance and expansion of the region's allotments, which provides great places to grow food and offer green spaces for people and local biodiversity.</p>	<p>No specific targets or indicators</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should consider how it could improve allotments.</li> <li>The IIA Framework should ensure health and well-being considerations are addressed.</li> </ul>
<b>Chelmsford City Council (2012) Be Moved - Chelmsford Sport &amp; Arts Strategy 2012-16</b>		
<p>The Strategy sets out the following vision: <i>"To encourage people who live, work &amp; visit Chelmsford to get actively involved in sport &amp; arts, to support local organisations and to develop the City's high quality of life &amp; reputation in the East of England"</i></p>	<p>The Strategy includes a range of actions and targets relating to sports and arts.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should promote sport and arts.</li> <li>The IIA Framework should include guide questions that seek to retain and enhance the Council's local sports and arts facilities.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>The 5 goals for the Council's Leisure and Cultural Services to work towards are as follows:</p> <ul style="list-style-type: none"> <li>• To promote health and wellbeing</li> <li>• To build an Olympic and Paralympic legacy</li> <li>• To facilitate community initiatives to enrich society</li> <li>• To deliver a high quality and varied programme of sport and arts</li> <li>• To ensure our services are right for you</li> </ul>		
<p><b>Chelmsford City Council (2012) Meeting the needs of Older People: A Strategy for Older People in Chelmsford</b></p>		
<p>The Strategy sets out the following priorities for older people:</p> <ul style="list-style-type: none"> <li>• improving communications and information</li> <li>• supporting older people living in their own home</li> <li>• helping older people to improve their health and wellbeing</li> <li>• improving transport, mobility and access for older people</li> </ul>	<p>No targets identified.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to ensure that development meets the needs of older people.</li> <li>• The IIA Framework should include a specific guide question relating to meeting the needs of older people.</li> </ul>
<p><b>Chelmsford City Council (2012) Public Health Strategy</b></p>		
<p>The Strategy's vision for public health is: <i>'Where all individuals and families are able to pursue healthy, ambitious and prosperous lives. Where active and responsible citizens work together with healthcare providers and local institutions to help tackle detrimental health-related behaviour, reduce health inequalities, and tackle pockets of deprivation to improve</i></p>	<p>No targets or indicators.</p>	<ul style="list-style-type: none"> <li>• The IIA Framework should include objectives that promote public health.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<i>the health and wellbeing of the whole community.'</i>		
<b>Chelmsford City Council (2013) Chelmsford Biodiversity Action Plan 2013-17</b>		
<p>The objective of the BAP is to ensure the long-term survival of the biodiversity and to seek opportunities to increase the amount of suitable habitat by improving the management of existing areas and seeking habitat creation where appropriate.</p> <p>Specifically objectives with a spatial implication are:</p> <ul style="list-style-type: none"> <li>• Identify key wildlife sites and corridors;</li> <li>• Ensure biodiversity is enhanced through the development of sustainable communities;</li> <li>• Maintain and enhance key wildlife sites;</li> <li>• Protect sites which include ancient unimproved grassland;</li> <li>• Protect and support rivers, streams and associated habitats, reservoirs and gravel pits;</li> <li>• Ensure ponds are surveyed, particularly for GCN when development proposed;</li> <li>• Secure the integrity of heathland and acid grassland. Safeguard Black Poplars;</li> <li>• Halt loss of species rich and ancient hedgerows; and</li> <li>• Ensure retention and management of ancient woodland.</li> </ul>	<p>Targets include:</p> <ul style="list-style-type: none"> <li>• Identify and declare LNRs to above English Nature minimum standards;</li> <li>• Manage sites that include ancient unimproved grassland;</li> <li>• Ensure the protection of the water vole;</li> <li>• Pursue schemes to create large areas of standing water;</li> <li>• Maintain the distribution of ponds;</li> <li>• Create new heathland;</li> <li>• Ensure consideration of hedgerows in development control;</li> <li>• Promote the management of field margins favouring EBAP species; and</li> <li>• Continued protection of coastal grazing marsh.</li> </ul>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should consider policies to protect, maintain and enhance wildlife sites and other natural habitats.</li> <li>• The IIA Framework should include specific objectives relating to the conservation of habitats and species.</li> </ul>
<b>Chelmsford City Council (2013) Building for Tomorrow SPD</b>		

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>This SPD provides guidance on sustainable design in relation to:</p> <ul style="list-style-type: none"> <li>Assessing the environmental performance</li> <li>The location of development and sustainable travel</li> <li>Working with nature – enhancing biodiversity</li> <li>Managing surface water run-off</li> <li>Reducing energy demand and carbon dioxide emissions</li> <li>Using low carbon or renewable energy technologies</li> <li>Conserving water resources</li> <li>Selecting construction materials with low environmental impact</li> <li>Managing construction site pollution and waste</li> </ul>	<p>The SPD identifies the Council's expectations in respect of development performance.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should promote sustainable design and construction.</li> <li>The IIA Framework should include guide questions relating to sustainable design and construction.</li> </ul>
<p><b>Chelmsford City Council (2021) Planning Obligations SPD</b></p>		
<p>This Planning Obligations Supplementary Planning Document (SPD) sets out the City Council's approach towards seeking planning obligations when considering planning applications. It identifies topic areas where planning obligations may be applicable depending on the scale of development, and the possible planning contributions which would fall to be applicable to the different thresholds identified.</p>	<p>Policy DC31 requires that in new developments of 15 dwellings or more or residential sites of 0.5 hectare or more and within small rural Defined Settlements of 5 dwellings or more, provision is made for 35% of the total number of dwellings to be in the form of affordable housing. The 35% applies across the whole development; it does not only apply to the part of the development above the threshold.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should seek to meet needs for affordable housing and include revised affordable housing requirements/thresholds.</li> <li>The IIA Framework should include guide questions relating to the provision of affordable housing.</li> </ul>
<p><b>Chelmsford City Council (2014) Chelmsford Air Quality Management Plan</b></p>		
<p>The Council's 2014 Air Quality Progress Report sets out the following summary of previous air quality assessments undertaken for the Council:</p>	<p>The Council's overall aim is to reduce the harmful the level of NO<sub>2</sub> within the AQMA.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should consider how it can contribute to the air quality management. This could be through the promotion of sustainable forms of travel, and</li> </ul>

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<ul style="list-style-type: none"> <li>A Detailed Assessment concluded that the annual mean objective for NO2 would not be met by 2005. The Council declared an Air Quality Management Area on 1st December 2005 at Army Navy Roundabout;</li> <li>In October 2012, the AQMA was amended to reduce the size, based on the Detailed Assessment completed in 2010 and monitoring results from 2010 and 2011.</li> <li>The 2013 Progress Report showed confirmed that all monitoring locations with relevant exposure were meeting the Air Quality Objectives</li> <li>The 2014 Progress Report shows that Chelmsford City Council has measured an exceedance of the Air Quality Objectives for Nitrogen Dioxide within the existing AQMA.</li> <li>Chelmsford City Council has not identified any other pollutant that may be exceeding the Air Quality Objectives.</li> </ul>		<p>the location of new development in area of good accessibility.</p> <ul style="list-style-type: none"> <li>The IIA Framework should include objectives/guide questions relating to air quality.</li> </ul>
<p><b>Chelmsford City Council (2015) Chelmsford Museums Forward Plan 2015-2017</b></p>		
<p>The development plan for 2015-2017 will focus on the following key issues;-</p> <ul style="list-style-type: none"> <li>To retain accredited status with Arts Council England for both the Chelmsford Museum and the Essex Regiment Museum.</li> <li>To provide quality permanent and temporary exhibitions</li> <li>To build a sustainable economic framework for Chelmsford Museums for the future</li> </ul>	<p>No targets or indicators.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should include policies that seek to support museums.</li> <li>The IIA Framework should ensure cultural considerations are addressed.</li> </ul>

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<ul style="list-style-type: none"> <li>To provide excellent customer care for all our visitors</li> <li>To increase participation in Chelmsford Museums by all sectors of the community</li> <li>To provide excellent collections management</li> <li>To continue to respond to initiatives aimed at developing the future development of Sandford Mill as a local visitor destination</li> </ul>		
<b>Chelmsford City Council (2022) Housing Strategy 2022-2027</b>		
<p>The Statement sets out the Council's aim is to address the housing needs of all Chelmsford residents so everyone can reasonably aspire to having a home that meets their needs.</p>	<p>Strategic priorities are:</p> <ul style="list-style-type: none"> <li>Increasing the supply of affordable homes with a focus on larger units</li> <li>Increasing the supply of affordable homes from the existing housing stock</li> <li>Support landlords and tenants of rented homes</li> <li>Enabling the right supply of specialist housing to meet local need</li> <li>Developing effective partnerships</li> </ul>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should seek to deliver housing to meet local needs.</li> <li>The IIA Framework should include a specific objective relating to the delivery of housing to meet local needs.</li> </ul>
<b>Chelmsford City Council (2015) Tree Management Policy</b>		
<p>The Policy includes a range of objectives relating to tree management.</p>	<p>No targets identified.</p>	<p>The Review of the Adopted Local Plan should include policies relating to tree management.</p>
<b>Chelmsford City Council (2016) Local Wildlife Site Review</b>		
<p>The principal objective of this review is to update the local wildlife site network within the Chelmsford City administrative area in the light of changes in available knowledge and by application of the current site selection criteria for Essex, published January 2010 and with minor terminology updates dated January 2016. This updated information can contribute to a robust evidence base as required of each local authority.</p>	<p>The review requests that each Local Wildlife Site should be visited every year, to monitor its condition, identify threats and to increase our knowledge of the plants and animals present.</p>	<p>The IIA Framework should include objectives to maintain and enhance biodiversity open space.</p>
<b>Chelmsford City Council (2016) Chelmsford Open Space Study 2016 – 2036</b>		

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>The aims of the Study are to:</p> <ul style="list-style-type: none"> <li>• Provide an audit of existing open space, indoor and outdoor leisure facilities within the City's administrative area and immediate boundaries;</li> <li>• Provide an assessment of these facilities in terms of quantity, quality and accessibility;</li> <li>• Provide a community and stakeholder needs assessment;</li> <li>• Identify gaps in provision, over provision and priority guidelines for future investment; Develop and provide a strategy determining the actions and resources required to guide the City Council's decision making up until 2031.</li> </ul>	<p>No targets or indicators</p>	<p>The IIA Framework should include objectives to maintain and enhance public open space.</p>
<p><b>Chelmsford City Council (2017) Chelmsford West End Vision Informal Guidance</b></p>		
<p>This document provides a vision and guidance for development within the West End. The West End has great development opportunities but also suffers from the following issues that the document hopes to combat:</p> <ul style="list-style-type: none"> <li>• areas of deprivation</li> <li>• segregation from City Centre</li> </ul> <p>The above will be addressed by:</p> <ol style="list-style-type: none"> <li>1. Development of key sites to deliver business uses and residential development, with enhanced cultural and public facilities</li> </ol>	<p>No specific targets or indicators.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to improve the West End.</li> <li>• The IIA Framework should ensure economic considerations are addressed.</li> </ul>

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2. Reinforced cultural focus and stronger links between cultural and arts functions and local businesses 3. Enhancement of the built environment 4. Engagement with and investment of local businesses in the future direction of the area 5. Continued public realm improvements		
<b>Chelmsford City Council (2017) Chelmsford Economic Strategy</b>		
The seven strategic priorities are: <ul style="list-style-type: none"> <li>• Delivering enabling infrastructure;</li> <li>• Creating a skilled workforce;</li> <li>• Enhancing the City Centre;</li> <li>• Supporting businesses;</li> <li>• Ensuring a supply of suitable land and premises; and</li> <li>• Developing the rural economy</li> <li>• Targeting priority sectors.</li> </ul>	A report will be produced on an annual basis for the Chelmsford Business Board, based on the seven strategic priorities identified in this Strategy and will detail progress made against these.	The IIA Framework should ensure economic considerations are addressed.
<b>Chelmsford City Council (2018) Management and Maintenance Plan 2018-2022</b>		
This plan seeks to improve the management and maintenance of the open/green spaces of Chelmsford and ensure the following eight key service objectives are achieved: <ol style="list-style-type: none"> <li>1. A welcoming Place</li> <li>2. Healthy, Safe and Secure</li> <li>3. A well maintained and clean Park</li> <li>4. Environmental Management</li> <li>5. Biodiversity, Landscape &amp; Heritage</li> <li>6. Community Involvement</li> <li>7. Marketing and Communication</li> <li>8. Management</li> </ol>	No specific targets and indicators.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to improve the open and green spaces of the region.</li> <li>• The IIA Framework should contain objectives/guide questions relating to open/green spaces.</li> </ul>
<b>Chelmsford City Council (2018) Open Space Study 2016–2036</b>		
The aims of the Study are to:	No targets or indicators	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to improve the open spaces of the region.</li> </ul>

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Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<ul style="list-style-type: none"> <li>• Provide an audit of existing open space, indoor and outdoor leisure facilities within the City's administrative area and immediate boundaries;</li> <li>• Provide an assessment of these facilities in terms of quantity, quality and accessibility;</li> <li>• Provide a community and stakeholder needs assessment;</li> <li>• Identify gaps in provision, over provision and priority guidelines for future investment; Develop and provide a strategy determining the actions and resources required to guide the City Council's decision making up until 2031.</li> </ul>		<ul style="list-style-type: none"> <li>• The IIA Framework should include objectives to maintain and enhance public open space.</li> </ul>
<b>Chelmsford City Council (2019) Homelessness and Rough Sleeping Strategy 2019-2024</b>		
<p>This strategy seeks to address and tackle the issues that cause people to be homeless. It also seeks to support the homeless and rough sleepers. Its main aims are:</p> <ul style="list-style-type: none"> <li>• To increase the number of households that are prevented from becoming homeless</li> <li>• To increase the involvement of other agencies supporting the Council to prevent homelessness</li> <li>• To increase choice and options for those at risk of homelessness</li> <li>• To improve the quality and reduce the cost of temporary accommodation</li> </ul>	To reduce homelessness within the region.	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to address homelessness and rough sleepers.</li> </ul>
<b>Chelmsford City Council (2020) Chelmsford Local Plan 2013-2036</b>		

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<p>This plan contains the planning policies for the Chelmsford area. It fundamentally establishes what development will be considered acceptable and where development should be located. It is underpinned by a vision in which Chelmsford will continue to grow and be an excellent place to live, work and spend leisure time. The document is also underpinned by the following strategic policies:</p> <ul style="list-style-type: none"> <li>• Strategic Priority 1 - Ensuring sustainable patterns of development</li> <li>• Strategic Priority 2 - Meeting the needs for new homes</li> <li>• Strategic Priority 3 - Fostering growth and investment and providing new jobs</li> <li>• Strategic Priority 4 – Protecting and enhancing retail, leisure and commercial development</li> <li>• Strategic Priority 5 - Delivering new and improved strategic infrastructure</li> <li>• Strategic Priority 6 - Delivering new and improved local infrastructure</li> <li>• Strategic Priority 7 - Protecting and enhancing the Natural and Historic Environment, and the Green Belt</li> <li>• Strategic Priority 8 - Creating well designed and attractive places, and promoting healthy communities</li> <li>• Strategic Priority 9 – Reinforcing Chelmsford's regional role as 'Capital of Essex'</li> </ul>	<p>Annual Monitoring Report</p>	<p>There is potential for interaction between the emerging Review of the Adopted Local Plan and the Review of the Adopted Local Plan which could lead to cumulative effects.</p>
<b>Chelmsford City Council (2019) Health and Wellbeing Plan</b>		
<p>A strategy for improving the health and wellbeing of people in Chelmsford and</p>	<p>Detailed actions by theme are set out, relating to the City Council's remit through promoting: A safer and greener place</p>	<p>The IIA Framework should reflect these priorities and actions for promoting health and well-being.</p>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>reducing health inequalities. The Plan identifies population needs, key priorities, and actions we will take to address them as part of a wide system of partners. Five priorities are identified:</p> <ol style="list-style-type: none"> <li>1. Partnership working</li> <li>2. A focus on prevention of ill health and early intervention</li> <li>3. Increase communication and making use of technology</li> <li>4. Improve mental health and wellbeing</li> <li>5. Effective health service and self-care</li> </ol>	<p>Fairer and inclusive growth Healthy, active and enjoyable lives Connected Chelmsford</p>	
<b>Chelmsford City Council (2021) Our Chelmsford, Our Plan</b>		
<p>Sets out our priorities which will improve the lives of residents with new priorities under four themes.</p> <ol style="list-style-type: none"> <li>1. A fairer and inclusive Chelmsford We want to promote sustainable and environmentally responsible growth to stimulate a vibrant, balanced economy, a fairer society and providing more housing of all types.</li> <li>2. A safer and greener place This means: <ul style="list-style-type: none"> <li>• making Chelmsford more attractive</li> <li>• promoting Chelmsford's green credentials</li> <li>• ensuring communities are safe</li> <li>• creating a distinctive sense of place</li> </ul> </li> <li>3. Healthy, active and enjoyable lives This includes: <ul style="list-style-type: none"> <li>• encouraging people to live well</li> <li>• promoting health and activity</li> <li>• reducing social isolation</li> <li>• making Chelmsford a happier place to live, work and play</li> </ul> </li> </ol>	<p>Contains an extensive list of actions and expected outcomes, many of which are directly related to the Review of the Adopted Local Plan.</p>	<p>Ensure that, where appropriate, the IIA Framework covers the four themes within the document and the associated actions and outcomes.</p>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>4. Connected Chelmsford This means:</p> <ul style="list-style-type: none"> <li>• bringing people together</li> <li>• empowering local people</li> <li>• working in partnership to build community capacity, stronger communities and to secure investment in the city</li> </ul>		
<p><b>Chelmsford City Council (2022) Housing Strategy</b></p>		
<p>Sets out priorities relating to:</p> <ul style="list-style-type: none"> <li>• Increasing the supply of affordable homes with a focus on larger units</li> <li>• Increasing the supply of affordable homes from the existing housing stock</li> <li>• Achieving a better balance of tenures</li> <li>• Support for landlords and tenants in the private rented sector</li> <li>• Enable the right supply of specialist and supported accommodation</li> <li>• Reduce energy consumption</li> <li>• Monitoring and Working with Partners</li> </ul>	<p>The Local Plan is identified as a key document in delivering the strategy through identifying the current and future need for homes in Chelmsford and policies that will help provide affordable homes and specialist housing and its delivery through strategic allocations and development management process.</p>	<p>The IIA Framework needs to reflect the Housing Strategy priorities through the identification of measures such as the delivery of affordable housing.</p>
<p><b>Chelmsford City Council (2020) Climate and Ecological Emergency Action Plan</b></p>		
<p>Following the declaration by the Council of a Climate and Ecological Emergency on 16 July 2019, the Action Plan is aimed at:</p> <ul style="list-style-type: none"> <li>• reducing carbon emissions</li> <li>• lowering energy consumption</li> <li>• reducing waste and pollution</li> <li>• improving air quality</li> <li>• greening Chelmsford</li> <li>• increasing biodiversity</li> <li>• encouraging more sustainable travel choices</li> </ul> <p>The numerous specific actions cover all areas of the Council's delivery remit.</p>	<p>Various targets and actions ranging across the Council's delivery remit, including energy efficiency measures and environmental enhancement.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan will play an important role in delivering the Action Plan and the IIA Framework should reflect the established priorities.</li> </ul>
<p><b>Chelmsford City Council (2020) Essex Coast RAMS Strategy and SPD</b></p>		

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>The strategy sets out a long-term strategic approach to lessen the impact of local housing development on protected birds along the Essex coast. The Essex RAMS aims to prevent bird and habitat disturbance from recreational activities. It does this through a series of mitigation measures, which encourage all coastal visitors to enjoy their visits responsibly. The SPD supports the Essex RAMS, which sets out how the mitigation measures will be funded.</p>	<p>Delivers the mitigation necessary to avoid significant adverse effects from 'in-combination' impacts of residential development that is anticipated across Essex; thus protecting the Habitats (European) sites on the Essex coast from adverse effect on site integrity. All new residential developments within the evidenced Zone of Influence where there is a net increase in dwelling numbers are included in the Essex Coast RAMS. The Essex Coast RAMS identifies a detailed programme of strategic mitigation measures which are to be funded by developer contributions from residential development schemes.</p>	<ul style="list-style-type: none"> <li>Ensure the HRA uses the RAMS Strategy and SPD as the reference point for determining the effectiveness of policies and proposals within the Review of the Adopted Local Plan.</li> </ul>
<p><b>Chelmsford City Council (2021) Making Places SPD</b></p>		
<p>This SPD provides further guidance for developers and decision makers on the design and location of new developments to ensure they are as sustainable and robust as possible.</p>	<p>No specific targets or indicators.</p>	<ul style="list-style-type: none"> <li>The Review of the Adopted Local Plan should seek to improve the built environment through the design and implementation of development.</li> <li>The IIA Framework should ensure economic, social and environmental considerations are addressed.</li> </ul>
<p><b>Chelmsford City Council (2021) Solar Farm Development SPD</b></p>		
<p>Provides guidance on the national and local policy context for solar developments and the specific issues associated with their siting and construction.</p>	<ul style="list-style-type: none"> <li>National planning policy and guidance and local planning policy relevant to major stand-alone ground mounted solar PV modules (or "solar farm") developments</li> <li>Local guidance on preparing and submitting planning proposals for solar farm proposals and how planning applications will be considered in light of national and local policy requirements</li> <li>How solar farm developments should be assessed including issues such as landscape sensitivity, heritage, glint and glare, residential amenity, traffic, and biodiversity, and how impacts should be mitigated</li> <li>An overview of the standards required for solar farm developments proposed in Chelmsford to help ensure that the local area and communities are able to benefit as much as possible from solar farm development in Chelmsford</li> <li>Advice on Environmental Impact Assessments (EIA) and undertaking community consultation</li> <li>Practical information on studies and supporting information to be submitted alongside planning proposals, and</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that the IIA Framework takes account of the contribution of these developments to sustainable developments within the Local Plan area.</li> </ul>

## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
	<ul style="list-style-type: none"> <li>An overview of locations considered to be preferred areas of search for solar farm proposals and the locations considered to be unsuitable or highly sensitive for solar farm development in Chelmsford.</li> </ul>	
<b>Epping Forest District Council (emerging) Local Plan Review</b>		
<p>Epping Forest is a largely rural district (over 92% Green Belt),</p> <p>The River Lea forms most of the western boundary to the district. The River Roding runs north-east to south-west, forming part of the district's eastern boundary between Ongar and Passingford Bridge then running between Loughton and Chigwell.</p> <p>The key natural feature is Epping Forest itself, which runs along the north-west boundary of Buckhurst Hill and Loughton to the southern end of Epping.</p> <p>The A414 is a key east-west route in the county, and this crosses the district from Harlow to Ongar on the way to Chelmsford and the Essex coast.</p>	No relevant targets identified.	<ul style="list-style-type: none"> <li>There is potential for interaction between the emerging Local Plan Review and the Review of the Adopted Local Plan which could lead to cumulative effects.</li> </ul>
<b>Maldon District Council (2017) Local Development Plan 2014-2029</b>		
<p>The LDP covers the whole of the Maldon District Council authority area. This equates to an area of 36,000 hectares which includes 70 miles of coastline.</p> <p>The settlements of Maldon, Heybridge and Burnham-on-Crouch are important drivers to the local economy. They collectively contribute approximately 18,000 jobs, which amounts to</p>	No relevant targets identified.	<ul style="list-style-type: none"> <li>There is potential for interaction between the emerging Local Development Plan and the Review of the Adopted Local Plan which could lead to cumulative effects.</li> </ul>

APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>approximately two-thirds of all jobs in the District. Historically, Maldon's economy was based on agricultural production, coastal trade and manufacturing. However, in recent decades there has been a shift towards a mixed economy with an increased service sector.</p> <p>The District has strong spatial connections with a number of important growth areas including, the Haven Gateway, the Thames Gateway, London, Chelmsford and the M11 corridor.</p> <p>The District's natural landscape is dominated by the two estuaries and the extensive flat and gently undulating alluvial plain along the Rivers Blackwater and Crouch.</p>		
<p><b>Rochford District Council (2011) Core Strategy</b></p>		
<p>The District of Rochford is situated within a peninsula between the Rivers Thames and Crouch, and is bounded to the east by the North Sea. The District has land boundaries with Basildon and Castle Point District and Southend-on-Sea Borough Councils. It also has marine boundaries with Maldon and Chelmsford Districts. The District has linkages to the M25 via the A127 and has a direct rail link to London.</p> <p>The District is predominantly rural, which is reflected in the fact that 12,763 hectares are designated as Metropolitan Green Belt. Large areas of the District are of</p>	<p>No relevant targets identified.</p>	<ul style="list-style-type: none"> <li>• There is potential for interaction between the Core Strategy and the Review of the Adopted Local Plan which could lead to cumulative effects.</li> <li>• The New Rochford Local Plan consulted on Spatial Options in September 2021.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>ecological importance, with Sites of Special Scientific Interest totalling 12,986 hectares.</p> <p>The strength of the spheres of influence of the large neighbouring centres of Southend, Basildon and Chelmsford means that traffic is drawn through Rochford District's own centres to them. This not only has an impact on traffic congestion in general, but also engenders concern with regards to air quality within the District's town centres.</p> <p>Particular locations where this is a concern include east of Rayleigh, where commuters to Basildon and Chelmsford are drawn through the centre of Rayleigh; west of Hockley, where those commuting by car to Southend or Chelmsford/Basildon are drawn through the centre of Hockley or Rayleigh, respectively; and east of Rochford, where vehicular movements would inevitably be directed through Rochford's historic centre.</p>		
<p><b>Rochford District Council (2014) Allocations Plan</b></p>		
<p>The Core Strategy is the overarching planning policy document of the LDF, which sets out our main issues for the future and the policies which will shape the future development of the District. The Allocations Document sits below the Core Strategy in the LDF.</p>	<p>No relevant targets identified.</p>	<ul style="list-style-type: none"> <li>There is potential for interaction between the Plan and the Review of the Adopted Local Plan which could lead to cumulative effects.</li> </ul>

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>The Allocations document provides a structure for clear, visible, consistent decision making by ensuring that land allocations for different uses are clearly set out. The Allocations Document does not just identify land for residential, educational, and employment development, sites across the District are also set out in this document for protection, including the Green Belt, Local Wildlife Sites, open spaces and the Upper Roach Valley.</p>		
<p><b>Safer Chelmsford Partnership (2021) Safer Chelmsford Partnership Strategy 2021/22</b></p>		
<p>This strategy is underpinned by the following vision: <i>"Creating a safe environment to live, work and visit"</i></p> <p>Through community engagement and communication, the strategy hopes to reduce crime and increase the safety of Chelmsford.</p>	<p>No relevant targets identified.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should seek to create a safer Chelmsford.</li> <li>• The IIA Framework should contain objective/guide questions relating to safe communities.</li> </ul>
<p><b>South Woodham Ferrers (2021) South Woodham Ferrers Neighbourhood Plan 2020-2036</b></p>		
<p>The neighbourhood plan for this area is an important planning consideration. It contains 11 policies relating to the Town Centre and eight policies relating to the areas design and character.</p>	<p>No relevant targets identified.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should be in accordance with the policies of this neighbourhood plan.</li> <li>• The IIA Framework should contain objective/guide questions relating to good design.</li> </ul>
<p><b>Uttlesford District Council (emerging) Local Plan</b></p>		
<p>The Regulation 18 plan envisages that by 2033, Uttlesford will continue to be one of the most desirable places to live and work in the UK. Uttlesford will be a place where residents choose to live, where</p>	<p>Provision will be made for about 14,100 net additional dwellings in Uttlesford during the Local Plan period 2011 to 2033. Of this total: 2,468 dwellings have already been built 2011-2016. 1,190 dwellings will be provided on small unidentified windfall sites between 2016-2033. 4,513 dwellings are already identified in outstanding planning permissions at 1 April 2016 in the towns and villages.</p>	<ul style="list-style-type: none"> <li>• There is potential for interaction between the emerging Uttlesford Local Plan and the Chelmsford Review of the Adopted Local Plan which could lead to cumulative effects.</li> </ul>

## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

Key objectives relevant to the Review of the Adopted Local Plan & IIA	Key targets and indicators relevant to the Review of the Adopted Local Plan and IIA	Commentary (how the IIA Framework should incorporate the documents' requirements)
<p>communities thrive, are healthy and safe, jobs and services are well connected, places have character and communities create and feel a 'pride of place'. A district of communities where the quality of life is high will be achieved by harnessing the benefits of new technology and promoting a healthy, safe and secure environment, with well-designed new development, sufficient housing and jobs with a good range of facilities.</p>	<p>Provision will be made for a minimum net increase of 14,630 jobs in the period 2011-2033 to maintain a broad balance between homes and jobs and to maintain a diverse economic base.</p>	
<p><b>Village Design Statements (various)</b></p>		
<p>Village Design Statements consider village character. They provide guidance to ensure that any new development, or any other change, fits in with its local context. A total of 18 Village Design Statements have been prepared in the Chelmsford City Area.</p>	<p>No targets identified.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should take into account Village Design Statements.</li> <li>• The IIA Framework should include specific guide questions relating to the conservation and enhancement of local character.</li> </ul>
<p><b>Writtle (2021) Writtle Neighbourhood Plan 2020-2036</b></p>		
<p>This neighbourhood plan provides further planning guidance for development within the area of Writtle. The Neighbourhood plan tries to ensure Writtle is a place that has only good, well designed developments within it that accords with Local, National and International standards.</p>	<p>No targets identified.</p>	<ul style="list-style-type: none"> <li>• The Review of the Adopted Local Plan should consider the desires of this neighbourhood plan.</li> <li>• The IIA Framework does not requirement amendment.</li> </ul>



## APPENDIX C – REVIEW OF PLANS, POLICIES AND PROGRAMMES

**APPENDIX D – KEY SETTLEMENT CHARACTERISTICS**

Chelmsford has two major centres; the principal settlement of Chelmsford City in the centre of the local authority area and the town of South Woodham Ferrers to the south east. Beyond these centres, the local authority area is characterised by a number of villages surrounded by open countryside. The adopted Chelmsford Local Plan identifies Chelmsford’s other ‘key service settlements’ as including: Bicknacre; Boreham; Broomfield; Danbury; Galleywood; Great Leighs; Runwell; Stock; and Writtle. This appendix presents a summary of the key characteristics of these settlements. High level constraints mapping for each settlement is also available as a separate document. The City Council area also contains a wide range of smaller service and other settlements.

**Key Settlement Characteristics**

Settlement	Key Characteristics
Chelmsford	<ul style="list-style-type: none"> <li>• The principal settlement within the Council’s administrative area and more broadly within Essex.</li> <li>• Chelmsford houses the main administrative, retail and employment uses which include Broomfield Hospital. Chelmsford is also a key recreational and cultural centre being the home of Essex County Cricket Club, museums and other cultural facilities.</li> <li>• Benefits from good access to the A12 which is the main trunk road between London and Colchester. Two other significant primary routes are the A130, which runs north-south across Essex, and the A414, which begins as a primary route in Chelmsford but its terminus is Maldon in Essex.</li> <li>• Major bus routes concentrate upon the bus station whilst the nearby train station provides frequent services north-east into East Anglia, and south west to London.</li> <li>• Economically, Chelmsford has performed strongly in terms of job growth despite the implications of closures by some of the key employers of the preceding ten years such as Marconi. The City employs around 80,000 people. However, the ELR (2023) highlights that the key challenge in the current market is a reported lack of good quality office accommodation coupled with a lack of recent office development supply in the City Centre of Chelmsford to accommodate future employment growth.</li> <li>• There are two medium-sized shopping centres, High Chelmer and The Meadows and three retail parks, Riverside, <u>Chelmer Village</u> and the smaller Homelands Retail Park. The ELR (2023) highlights that the City Centre has a strong retail sector with some 125,000 m<sup>2</sup> of retail floorspace. It performs well against other towns and is attractive to new investors given its socio-economic and demographic composition.</li> <li>• There are pockets of deprivation in the Chelmsford urban area including in the wards of Marconi, Patching Hall and St Andrews.</li> </ul>

**Settlement    Key Characteristics**

	<ul style="list-style-type: none"> <li>• Traffic congestion is an issue in parts of the urban area.</li> <li>• The character of the Chelmsford’s urban area is defined by the river valleys, the Chelmer and Can which run through it and provide significant areas of greenspace which serve to sub-divide some of the main neighbourhoods. The Green Wedge plays an important role in protecting the character of the area and also have an important green infrastructure function.</li> <li>• Green Belt borders the urban area to the south and west which may be a constraint to future growth.</li> <li>• The rivers and the flood plan are a potentially significant constraint in parts of the urban area.</li> <li>• There are eight conservation areas located within Chelmsford’s main urban area together with a number listed buildings concentrated within them.</li> </ul>
<p>South Woodham Ferrers</p>	<ul style="list-style-type: none"> <li>• South Woodham Ferrers is the second largest settlement within the Council’s administrative area and is located to the south east approximately 10-12 km south of Chelmsford.</li> <li>• The town centre consists of around 100 business units. Approximately 45% are retail premises.</li> <li>• The main secondary school in the town is William de Ferrers School. There are also five primary schools: Collingwood, Elmwood, St. Josephs RC, Trinity St. Mary’s C of E and Woodville.</li> <li>• South Woodham Ferrers has good road transport links. The A132 lies to the north of the town, which leads to the A130 (a road linking Chelmsford to Canvey Island) and then into Wickford and to the A127 and A13 in Basildon. The B1012 road connects the town with the Dengie peninsula, including the towns of Burnham and Maldon. The town is also served by South Woodham Ferrers railway station, a station on the single track Crouch Valley Line</li> <li>• The town’s southern boundary is defined by the River Crouch, and the town is surrounded by countryside on its other three sides. The Green Belt is adjacent to the western boundary.</li> <li>• The Crouch Estuary is part of a large SSSI and SPA linking to sites in Maldon and Rochford Districts. These extend around three sides of the town. The area is also defined as a Marine Conservation Zone.</li> <li>• Marsh Farm Country Park is an extensive rural area surrounding three sides of the town including the Washlands. It covers an area of 260 ha of which 180 ha is farmed (fenced-off) and is managed as a traditional grazing marsh. The rest is open to public access. It is a nature reserve as well as a working farm and offers recreation.</li> <li>• The majority of the town lies within Flood Zone 1. However, land beyond its boundary to the east, south and west is within Flood Zones 2 and 3.</li> </ul>

**Settlement    Key Characteristics**

- Bicknacre**
- Bicknacre is a village located approximately 2 km to south of Danbury and 5-6 km to the south east of Chelmsford’s main urban area on the B1418 to the south of the A414.
  - The village has a range of facilities including a primary school, post office, a doctor’s surgery, a church, two public houses, sport facilities and other local services/shops focussing around The Monks Mead parade.
  - Bicknacre Priory to the north of the village is a designated Scheduled Monument.
  - A SSSI (Thrift Wood, Woodham Ferrers) is located to the south of the village which consists of a dense wooded area.

- Boreham**
- Boreham is a village located 2-3 km to the north east of Chelmsford’s main urban area to south of the A12 dual carriageway.
  - Access to the village is taken off Boreham Interchange along the B1137.
  - The village is bounded to the north by the A12 and the Bulls Lodge Quarry Mineral Extraction Area lies to the north beyond the carriageway.
  - The village has a range of local facilities and amenities including a primary school, doctor’s surgery, post office, four public houses, a church, a butcher’s, a pharmacy and a recreational ground.
  - The Abercorn House neighbourhood centre provides important local services to local residents. These services include a food store, newsagents with post office and hairdressers. There are five small single units as well as a sixth larger food store.
  - There are two Conservation Areas within the village including a number of listed buildings. One is located around Maltings Cottages and Six Bells to the north east of the village straddling the B1137. The second is located to the southern side of the village around Church Green.
  - The 2020 Local Plan focuses some of the area’s growth to North East Chelmsford, Great Leighs, North of Broomfield and Boreham.

- Broomfield**
- Broomfield lies to the northwest of Chelmsford’s main urban area.
  - The parish covers 747 hectares, the bulk of which is cultivated land, mostly for growing crops but also meadow.
  - To the east, the parish stretches across the River Chelmer and its associated flood plain, beyond Essex Regiment Way towards Beaulieu Park and New Hall.
  - The main settlement areas lie alongside Main Road (the B1008) which runs north/south through the Parish. The settlement covers 55 hectares and is bordered by a Green Wedge.
  - There is one Conservation Area located within the village around Church Green

**Settlement    Key Characteristics**

	<ul style="list-style-type: none"> <li>• Broomfield contains the Chelmsford's single biggest employer, Broomfield Hospital, as well as one of Chelmsford's largest secondary schools.</li> <li>• The 2020 Review of the Adopted Local Plan focuses some of the area's growth to North East Chelmsford, Great Leighs, North of Broomfield and Boreham.</li> </ul>
<p>Danbury</p>	<ul style="list-style-type: none"> <li>• Danbury is a village located 2-3 km to the east of Chelmsford's main urban area and on the A414. The village sprawls to the west, north and east of the A1414 and is centred on the junction of Maldon Road and Mayes Lane.</li> <li>• The village has good links to the local transport network which run along the A414.</li> <li>• The village has a range of local services fronting the A414, two primary schools, a medical centre, a surgery, four dentists, library, post office, five public houses, five sports facilities, five churches and an existing employment area within the settlement boundaries at the Royal British Legion Trading Estate.</li> <li>• There are local neighbourhood centres located at Eves Corner, Maldon Road and Little Baddow Road.</li> <li>• The Danbury village neighbourhood centre is focused around the village green. The centre includes tea rooms, a pharmacy and a hairdresser. Along the busier main road there is a larger food store and convenience newsagents/off licence.</li> <li>• There are dense wooded areas to the south and north of the village and a number of environmentally protected areas in close proximity to the village boundaries. In particular, there is a large SSSI to the south of village (Danbury Common) and two to the northern boundary (Woodham Walter Common and Blake's Wood and Lingwood Common).</li> <li>• Danbury Country Park to the west of the village is a Registered Park and Garden.</li> <li>• The central and western areas of the village lie within a Conservation Area and there are two Scheduled Monuments included to the south of the A414, Danbury Camp Hill Fort and the Medieval Tile Kiln, north of Eves Corner.</li> </ul>
<p>Galleywood</p>	<ul style="list-style-type: none"> <li>• Galleywood, is located to the south of Chelmsford's main urban area.</li> <li>• It has good transport links, with easy access to the A12 and in turn to the M25. The major route through the village of Galleywood is the B1007 Stock Road from Chelmsford to the A12 and Billericay. Watchouse Road is an important link between Galleywood and Great Baddow and is the signed route for HGVs serving the Rignals Lane industrial area.</li> <li>• The main shopping facility at the junction of Watchouse Road and Skinners Lane comprises nine retail outlets, including a post office within the newsagent convenience store, a butcher, a greengrocer, an off-licence, a chemist, and a hair salon. Barnard Road hosts a range of mixed uses services and facilities. The Galleywood Medical Centre in Barnard Road closed in 2016.</li> </ul>

**Settlement    Key Characteristics**

	<ul style="list-style-type: none"> <li>• Beehive Lane accommodates a Chelmsford City Council’s sports and recreation facility. It is home to Chelmsford Sports Club incorporating separate cricket and hockey clubs.</li> <li>• There are three schools in Galleywood. The Essex County Council Infants’ School, and St. Michael’s Church of England Junior School, are on adjacent sites in Barnard Road. Thriftwood School is on Beehive Lane.</li> <li>• Galleywood is well served by regular bus services, terminating at the southern end of Barnard Road, to Chelmsford and through to Broomfield Hospital, running at 15 minute intervals during most of the day.</li> <li>• Galleywood is entirely enclosed by the Metropolitan Green Belt, consisting mainly of intensively farmed arable land, interspersed with some orchards and a few small patches of woodland.</li> <li>• The western side of the village is bounded by Galleywood Common, a mixture of woodland and open grassland that extends over farmland to the parish boundary. The Common is designated a Local Nature Reserve.</li> </ul>
Great Leighs	<ul style="list-style-type: none"> <li>• Great Leighs is a linear village which runs parallel to the A131 approximately 5-6 km north east of Chelmsford’s main urban area.</li> <li>• The village is serviced by two buses which provide public transport linkages to Chelmsford City Centre.</li> <li>• The village includes some local services amenities such as a post office, two public houses, a church, a village hall and playing field. It also has one primary school.</li> <li>• The village contains two sites of cultural and environmental importance which are Gubbions Hall Scheduled Monument and a Wildlife Trust Nature Reserve located to the north east of the main settlement.</li> <li>• The 2020 Local Plan focuses some of the area’s growth to North East Chelmsford, Great Leighs, North of Broomfield and Boreham.</li> </ul>
Runwell	<ul style="list-style-type: none"> <li>• Runwell is located adjacent to Wickford on the southern boundary of the Council’s administrative area. The village lies 9-10 km south of Chelmsford and to the north of the A132 Runwell Road.</li> <li>• The village lies within/adjacent to the Metropolitan Green Belt.</li> <li>• The village has a number of local facilities including an existing primary school, a dentist, public house, a church and recreational facilities and there are two authorised gypsy sites located to the north east of the village located off Meadow Lane</li> <li>• A wider range of amenities is available within the town of Wickford approximately 0.5 km to the south, with a convenience store within the St Luke’s Park development.</li> <li>• The village has good access to public transport with Wickford train station and a range of bus services being available on the A132 all to the south of the village.</li> </ul>

**Settlement    Key Characteristics**

<p>Stock</p>	<ul style="list-style-type: none"> <li>• Stock lies 6-7 km south of Chelmsford and approximately 2-3 km to the north of Billericay in a rural area on the B1007 Stock Road. The settlement is centred round the junctions of High Street and Mill Road around The Square.</li> <li>• The village has a good range of local services and facilities including a post office, primary school, a surgery, four public houses, a library, a Common and four churches.</li> <li>• The Stock neighbourhood centre is focused around The Square which is made up of a number of retail units including a post office/general store and restaurants.</li> <li>• The village is enclosed by the Metropolitan Green Belt.</li> <li>• The central area of the settlement to the north and south of the B1007 is a designated Conservation Area which includes a number of listed buildings such as the All Saints Church and Bear Inn and Farthings located around The Square.</li> </ul>
<p>Writtle</p>	<ul style="list-style-type: none"> <li>• Writtle is a village located about 1 km from the edge of Chelmsford’s main urban area.</li> <li>• Access to the village is obtained from the A414 Greenbury Way to the south and the A1060 to the north.</li> <li>• Local services and facilities are catered for in the centre of the village and on the Rollestons Estate which includes a surgery, two schools, pharmacy, dentist, five public houses, library, five sports facilities, a post office, ARU Writtle and a BT depot.</li> <li>• There is an existing travelling show people site and an authorised gypsy and traveller site located to the west of the village.</li> <li>• The village rises from the floodplain at the confluence of two rivers, the Can and the Wid. It is surrounded by a patchwork of fields with ancient and traditional hedgerows, interspersed with small groups of trees. Land to the north, south and west is designated as Metropolitan Green Belt. Land to the east, meanwhile, is a Green Wedge.</li> <li>• The eastern side of the village forms part of a Conservation Area which includes The Green and the All Saints Church.</li> <li>• Aubyns, on the approach to the church, is the only Grade I listed building within the village and there are a number of Grade 2 Listed Buildings within the Conservation Area.</li> </ul>

APPENDIX E – DEFINITIONS OF SIGNIFICANCE

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
1. Biodiversity and Geodiversity: To conserve and enhance biodiversity and geodiversity and promote improvements to the multifunctional green infrastructure network.	○ Will it conserve and enhance international and national designated nature conservation sites (Special Areas of Conservation, Special Protection Areas, Ramsars and Sites of Special Scientific Interest) both within and beyond the local authority area?	++	Significant Positive	The policy/proposal would have a positive effect on European or national designated sites, habitats or species (e.g. enhancing habitats, creating additional habitat or increasing protected species populations). The policy/proposal would create new habitat and link it with existing habitats or significantly improve existing habitats to support local biodiversity. The policy/proposal would have major positive effects on protected geologically important sites. The policy/proposal would significantly enhance Chelmsford City Area's green infrastructure network.
	○ Will it conserve and enhance Local Nature Reserves, Local Wildlife Sites and Ancient Woodland?	+	Positive	The policy/proposal would have a positive effect on sub-regional/local designated sites, habitats or species. The policy/proposal would improve existing habitats to support local biodiversity. The policy/proposal would have positive effects on protected geologically important sites. The policy/proposal would enhance Chelmsford City Area's green infrastructure network.
	○ Will it avoid damage to, and protect, geologically important sites?		Neutral	The policy/proposal would not have any effect on the achievement of the objective.
	○ Will it conserve and enhance priority species and habitats?		Negative	The policy/proposal would have negative effects on sub-regional or local designated sites, habitats or species (e.g. short term loss of habitats, loss of species and temporary effects on the functioning of ecosystems). The policy/proposal would lead to short-term disturbance of existing habitat but would not have long-term effects on local biodiversity. The policy/proposal would have minor negative effects on protected geologically important sites. The policy/proposal would adversely affect Chelmsford City Area's green infrastructure network.
	○ Will it provide opportunities for new habitat creation or restoration and link existing habitats as part of the development process through Biodiversity Net Gain?			
○ Will it enhance ecological connectivity and maintain and improve the multifunctional green infrastructure network?				
○ Will it provide opportunities for people to access the natural environment?				
○ Will it contribute to Biodiversity Net Gain?				

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
		--	Significant Negative	<p>The policy/proposal would have negative effects on European or national designated sites, habitats and/or protected species (i.e. on the interest features and integrity of the site, by preventing any of the conservation objectives from being achieved or resulting in a long term decrease in the population of a priority species). These effects could not be reasonably mitigated.</p> <p>The policy/proposal would result in significant, long term negative effects on non-designated sites (e.g. through significant loss of habitat leading to a long term loss of ecosystem structure and function).</p> <p>The policy/proposal would have significant negative effects on protected geologically important sites.</p> <p>The policy/proposal would have a significant adverse effect on Chelmsford City Area's green infrastructure network.</p>
		~	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		?	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.
2. Housing: To meet the housing needs of the Chelmsford City Area and deliver decent homes.	<ul style="list-style-type: none"> <li>○ Will it provide a range of housing types to meet the current and emerging need for market and affordable housing?</li> <li>○ Will it reduce the level of homelessness?</li> <li>○ Will it help to ensure the provision of good quality, well designed homes which meet the needs of all groups in society?</li> <li>○ Will it deliver homes of high energy efficiency standards which contribute to the City Area's zero carbon targets?</li> <li>○ Will it deliver pitches required for Gypsies and Travellers and Travelling Showpeople?</li> <li>○ Will it deliver independent living housing for older people and people with disabilities?</li> </ul>	++	Significant Positive	The policy/proposal would provide a significant increase to housing supply and would provide access to decent, affordable housing for residents with different needs (e.g. housing sites with capacity for 100 or more units).
		+	Positive	<p>The policy/proposal would provide an increase to housing supply and would provide access to decent, affordable housing for residents with different needs (e.g. housing sites of between 1 and 99 units).</p> <p>The policy/proposal would make use of/improve existing buildings or unfit, empty homes.</p> <p>The policy/proposal would promote high quality design.</p> <p>The policy/proposal would deliver sufficient pitches to meet requirements for Gypsies and Travellers and Showpeople.</p>

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
		<b>0</b>	Neutral	The policy/proposal would not have any effect on the achievement of the objective.
		-	Negative	The policy/proposal would reduce the amount of affordable, decent housing available (e.g. a net loss of between 1 and 99 dwellings).
		--	Significant Negative	The policy/proposal would significantly reduce the amount of affordable, decent housing available.(e.g. a net loss of 100+ dwellings).
		~	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		?	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.
3. Economy, Skills and Employment: To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.	<ul style="list-style-type: none"> <li>○ Will it provide a supply of high quality employment land to meet the needs of existing businesses and attract inward investment?</li> <li>○ Will it maintain and enhance economic competitiveness and promote the interests of local businesses?</li> <li>○ Will it help to diversify the local economy?</li> <li>○ Will it provide good quality, well paid, and accessible employment opportunities that meet the needs of local people and all groups in society?</li> <li>○ Will it improve the physical accessibility of training and employment opportunities, including childcare provision?</li> <li>○ Will it support rural diversification and economic development?</li> <li>○ Will it promote a low carbon economy?</li> <li>○ Will it reduce out-commuting?</li> <li>○ Will it contribute to opportunities for home-working?</li> <li>○ Will it improve access to training to raise employment potential?</li> <li>○ Will it promote investment in educational establishments?</li> </ul>	++	Significant Positive	<p>The policy/proposal would significantly encourage investment in businesses, people and infrastructure which would lead to a more diversified economy, maximising viability of the local economy and reducing out-commuting (e.g.it would deliver over 1 ha of employment land).</p> <p>The policy/proposal would result in the creation of new educational institutions.</p>
		+	Positive	<p>The policy/proposal would encourage investment in businesses, people and infrastructure (e.g. delivering between 0.1 and 0.99 ha of employment land).</p> <p>The policy/proposal would provide accessible employment opportunities.</p> <p>The policy/proposal would support diversification of the rural economy.</p> <p>The policy/proposal would deliver residential development in close proximity to a major employment site (i.e. within 2,000m walking distance or 30mins travel time by public transport).</p> <p>The policy/proposal would support existing educational institutions.</p> <p>The policy/proposal would support economic growth in the low carbon sector.</p>
		0	Neutral	The policy/proposal would not have any effect on the achievement of the objective.

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
		-	Negative	The policy/proposal would have negative effects on businesses, the local economy and local employment (e.g. it would result in the loss of between 01 and 0.99 ha of employment land).
		--	Significant Negative	The policy/proposal would have significant negative effects on business, the local economy and local employment (e.g. policy/proposal would lead to the closure or relocation of existing significant local businesses, loss of employment land of 1 ha or more, or would affect key sectors).  The policy/proposal would result in the loss of existing educational establishments without replacement provision elsewhere within the Chelmsford City Area.
		~	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		?	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.
4. Sustainable Living and Revitalisation: To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.	<ul style="list-style-type: none"> <li>Will it support and enhance the City of Chelmsford by attracting new commercial investment and reinforcing the City's attractiveness?</li> <li>Will it promote principles of inclusive and age-friendly design?</li> <li>Will it encourage more people to live in urban areas?</li> <li>Will it enhance the public realm, including provision for pedestrians and cyclists?</li> <li>Will it enhance the viability and vitality of South Woodham Ferrers town centre and neighbourhood centres?</li> <li>Will it tackle deprivation in the most deprived areas and reduce inequalities in access to education, employment and services amongst all social groups?</li> <li>Will it maintain and enhance community facilities and services, through co-location, for example?</li> </ul>	++	Significant Positive	The policy/proposal would significantly enhance the attractiveness of the main urban area of Chelmsford as a place to invest, live, work and visit.  The policy/proposal would create new, or significantly enhance existing, community facilities and services.  The policy/proposal would significantly improve social and environmental conditions within deprived areas and support regeneration.  The policy/proposal would ensure that new residential development is located in close proximity to a wide range of services and facilities (e.g. within 800 m of a wide range of services and/or the City Centre or South Woodham Ferrers town centre).  The policy/proposal would significantly enhance the vitality and viability of South Woodham Ferrers town centre and/or villages.
		+	Positive	The policy/proposal would enhance the attractiveness of the main urban area of Chelmsford as a place to invest, live, work and visit.  The policy/proposal would enhance existing community facilities and services.

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
	<ul style="list-style-type: none"> <li>Will it increase access to schools via safe and direct walking and cycling routes, early years and childcare and colleges?</li> <li>Will it enhance accessibility to key community facilities and services?</li> <li>Will it align investment in services, facilities and infrastructure with growth?</li> <li>Will it contribute to regeneration initiatives?</li> <li>Will it foster social cohesion and good community relations?</li> </ul>	0	Neutral	<p>The policy/proposal would improve social and environmental conditions within deprived areas.</p> <p>The policy/proposal would ensure that new residential development is located in close proximity to some services and facilities (e.g. within 800 m of a key service).</p> <p>The policy/proposal would enhance the vitality and viability of South Woodham Ferrers town centre and/or villages.</p> <p>The policy/proposal would not have any effect on the achievement of the objective.</p>
		-	Negative	<p>The policy/proposal would undermine the attractiveness of the main urban area of Chelmsford as a place to invest, live, work and visit.</p> <p>The policy/proposal would reduce the accessibility, availability and quality of existing community facilities and services.</p> <p>The policy/proposal would result in new residential development being located away from existing services and facilities (e.g. in excess of 2,000 m from a wide range of services).</p> <p>The policy/proposal would have an adverse effect on the vitality and viability of South Woodham Ferrers town centre and/or villages.</p>
		--	Significant Negative	<p>The policy/proposal would substantially undermine the attractiveness of the main urban area of Chelmsford as a place to invest, live, work and visit leading to an outflow of the population and disinvestment.</p> <p>The policy/proposal would result in the loss of existing community facilities and services without their replacement elsewhere within the Chelmsford City Area.</p> <p>The policy/proposal would have a significantly adverse effect on the vitality and viability of South Woodham Ferrers town centre and villages.</p> <p>The policy/proposal would result in new residential development being inaccessible to existing services and facilities.</p>
		~	No Relationship	<p>There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.</p>
		?	Uncertain	<p>The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.</p>

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
5. Health and Wellbeing: To improve the health and well-being of those living and working in the Chelmsford City area.	<ul style="list-style-type: none"> <li>Will it avoid locating development where environmental circumstances could negatively impact on people's health?</li> <li>Will it maintain and improve access to multifunctional open space, leisure and recreational facilities for all residents?</li> <li>Will it provide for the management and maintenance of open spaces, such as through Stewardship Agreements?</li> <li>Will it promote healthier lifestyles amongst all residents?</li> <li>Will it meet the needs of an ageing population and support those with disabilities?</li> <li>Will it align investment in healthcare facilities and services with growth?</li> <li>Will it improve access to healthcare facilities and services?</li> <li>Will it promote community safety and reduce the fear of crime through safe and welcoming open and natural spaces?</li> <li>Will it reduce actual levels of crime and anti-social behaviour?</li> <li>Will it promote design that discourages crime?</li> <li>Will it promote a healthier community food environment such as through opportunities for food growing?</li> </ul>	++	Significant Positive	<p>The policy/proposal would have strong and sustained impacts on healthy lifestyles and improve well-being through physical activity, recreational activity, improved environmental quality, etc. Different groups within the society are taken into consideration.</p> <p>The policy/proposal would ensure that new residential development is located in close proximity to a range of healthcare facilities (e.g. within 800 m of a GP surgery and open space).</p> <p>The policy/proposal would deliver new healthcare facilities and/or open space.</p> <p>The policy/proposal would significantly reduce the level of crime through design and other safety measures.</p>
		+	Positive	<p>The policy/proposal would promote healthy lifestyles and improve well-being through physical activity, recreational activity, improved environmental quality, etc. Different groups within the society are taken into consideration.</p> <p>The policy/proposal would ensure that new residential development is located in close proximity to a healthcare facility (e.g. within 800 m of a GP surgery or open space).</p> <p>The policy/proposal would reduce crime through design and other safety measures.</p>
		0	Neutral	<p>The policy/proposal would not have any effect on the achievement of the objective.</p>
		-	Negative	<p>The policy/proposal would reduce access to healthcare facilities and open space.</p> <p>The policy/proposal would deliver residential development in excess of 800 m from a GP surgery and/or open space.</p> <p>The policy/proposal would lead to an increase in reported crime and the fear of crime in the district.</p> <p>The policy/proposal would have effects which could cause deterioration of health.</p>
		--	Significant Negative	<p>The policy/proposal would result in the loss of healthcare facilities and open space without their replacement elsewhere within the Chelmsford City Area.</p> <p>The policy/proposal would lead to a significant increase in reported crime and the fear of crime.</p>

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
				The policy/proposal would have significant effects which would cause deterioration of health within the community (i.e. increase in pollution)
		~	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		?	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.
6. Transport: To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.	<ul style="list-style-type: none"> <li>○ Will it reduce travel demand and the distance people travel for jobs, employment, leisure and services and facilities?</li> <li>○ Will it reduce out-commuting?</li> <li>○ Will it encourage a shift to more sustainable modes of transport?</li> <li>○ Will it encourage walking, cycling and the use of public transport through the provision of connected, attractive and safe routes?</li> <li>○ Will it help to reduce traffic congestion and improve road safety?</li> <li>○ Will it allow for people with mobility problems or a disability to access buildings and places?</li> <li>○ Will it deliver investment in transportation infrastructure that supports growth in the Chelmsford City Area?</li> <li>○ Will it enhance Chelmsford's role as a key transport node?</li> <li>○ Will it reduce the level of freight movement by road?</li> </ul>	++	Significant Positive	<p>The policy/proposal would significantly reduce need for travel, road traffic and congestion (e.g. new development is within 400 m walking distance of all services).</p> <p>The policy/proposal would create opportunities/incentives for the use of sustainable travel/transport of people/goods.</p> <p>The policy/proposal would significantly reduce out-commuting.</p> <p>The policy/proposal would support investment in transportation infrastructure and/or services.</p>
		+	Positive	<p>The policy/proposal would reduce need for travel (e.g. new development is within 400m of one or more services).</p> <p>The policy/proposal would encourage the use of sustainable travel/transport of people/goods.</p>
		0	Neutral	<p>The policy/proposal would not have any effect on the achievement of the objective.</p>
		-	Negative	<p>The policy/proposal would increase the need for travel by less sustainable forms of transport, increasing road traffic and congestion.</p> <p>The policy/proposal would deliver new development in excess of 400 m from public transport services/cycle routes.</p>
		--	Significant Negative	<p>The policy/proposal would significantly increase the need for travel by less sustainable forms of transport, substantially increasing road traffic and congestion.</p> <p>The policy/proposal would result in the loss of transportation infrastructure and/or services.</p>

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
		~	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		?	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.
7. Land Use and Soils: To encourage the efficient use of land and conserve and enhance soils.	<ul style="list-style-type: none"> <li>Will it promote the use of previously developed (brownfield) land and minimise the loss of greenfield land?</li> <li>Will it avoid the loss of best and most versatile agricultural land?</li> <li>Will it reduce the amount of derelict, degraded and underused land?</li> <li>Will it encourage the reuse of existing buildings and infrastructure?</li> <li>Will it prevent land contamination and facilitate remediation of contaminated sites?</li> </ul>	++	Significant Positive	The policy/proposal would encourage significant development on brownfield land. The policy/proposal would result in existing land / soil contamination being removed. The policy/proposal would protect best and most versatile agricultural land.
		+	Positive	The policy/proposal would encourage development on brownfield.
		0	Neutral	The policy/proposal would not have any effect on the achievement of the objective.
		-	Negative	The policy/proposal would result in development on greenfield or would create conflicts in land-use. The policy/proposal would result in the loss of agricultural land.
		--	Significant Negative	The policy/proposal would result in the loss of best and most versatile agricultural land. The policy/proposal would result in land contamination.
		~	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		?	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.
		8. Water: To conserve and enhance water quality and resources.	<ul style="list-style-type: none"> <li>Will it reduce water pollution and improve ground and surface water quality?</li> <li>Will it address issues associated with nutrient loading?</li> <li>Will it reduce water consumption and encourage water efficiency?</li> </ul>	++

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
	<ul style="list-style-type: none"> <li>Will it ensure that new water/wastewater management infrastructure is delivered in a timely manner to support new development?</li> </ul>	+	Positive	<p>The policy/proposal would support investment in water resources infrastructure.</p> <p>The policy/proposal would lead to a reduction of wastewater, surface water runoff and/or pollutant discharge so that the quality of groundwater or surface water would be improved and some water targets (including those relevant to biological and chemical quality) would be met/exceeded.</p> <p>The policy/proposal would lead to a reduction in the demand for water.</p>
		0	Neutral	The policy/proposal would not have any effect on the achievement of the objective.
		-	Negative	<p>The policy/proposal would lead to an increase in the amount of waste water, surface water runoff and pollutant discharge so that the quality of groundwater or surface water would be reduced.</p> <p>The policy/proposal would lead to an increase in the demand for water.</p>
		--	Significant Negative	<p>The policy/proposal would lead to a significant increase in the amount of wastewater, surface water runoff and pollutant discharge so that the quality of groundwater or surface water would be decreased and water targets would not be met.</p> <p>The policy/proposal would lead to deterioration of the current WFD classification.</p> <p>The policy/proposal would lead to a significant increase in the demand for water placing the Essex Water Resources Zone in deficit over the lifetime of the Essex and Suffolk Water Water Resources Management Plan.</p> <p>The policy/proposal would result in the capacity of existing wastewater management infrastructure being exceeded without appropriate mitigation.</p>
		~	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		?	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
9. Flood Risk: To reduce the risk of flooding to people and property, taking into account the effects of climate change.	<ul style="list-style-type: none"> <li>Will it help to minimise the risk of flooding to existing and new developments/infrastructure?</li> <li>Will it manage effectively, and reduce the likelihood of, flash flooding, taking into account the capacity of sewerage systems?</li> <li>Will it discourage inappropriate development in areas at risk from flooding?</li> <li>Will it ensure that new development does not give rise to flood risk elsewhere?</li> <li>Will it deliver multifunctional sustainable urban drainage systems (SUDs) where possible and promote investment in flood defences that reduce vulnerability to flooding?</li> </ul>	<b>++</b>	Significant Positive	The policy/proposal would significantly reduce flood risk to new or existing infrastructure or communities (currently located within the 1 in 100 year floodplain).
		<b>+</b>	Positive	The policy/proposal would reduce flood risk to new or existing infrastructure or communities (currently located 1 in 1000 year floodplain).
		<b>0</b>	Neutral	The policy/proposal would not have any effect on the achievement of the objective. It is anticipated that the policy will neither cause nor exacerbate flooding in the catchment.
		<b>-</b>	Negative	The policy/proposal would result in an increased flood risk within the 1 to 1000 year floodplain. The policy/proposal would result in development being located within Flood Zone 2.
		<b>--</b>	Significant Negative	The policy/proposal would result in an increased flood risk within the 1 to 100 year floodplain. The policy/proposal would result in development being located within Flood Zone 3.
		<b>~</b>	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		<b>?</b>	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.
10. Air: To improve air quality.	<ul style="list-style-type: none"> <li>Will it maintain and improve air quality?</li> <li>Will it address air quality issues?</li> <li>Will it avoid locating development in areas of existing poor air quality?</li> <li>Will it minimise emissions to air from new development, such as through the preparation of a sustainable travel plan to reduce car use?</li> <li>Will it provide for electric charging points to support the adoption of electric vehicles?</li> <li>Will it affect air quality at designated sites that are sensitive to air pollution?</li> </ul>	<b>++</b>	Significant Positive	The policy/proposal would significantly improve air quality and result in air quality targets being met/exceeded.
		<b>+</b>	Positive	The policy/proposal would improve air quality.
		<b>0</b>	Neutral	The policy/proposal would not have any effect on the achievement of the objective.
		<b>-</b>	Negative	The policy/proposal would lead to a decrease in air quality.
		<b>--</b>	Significant Negative	The policy/proposal would lead to a significant decrease in air quality.

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
		~	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		?	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.
11. Climate Change: To minimise greenhouse gas emissions and adapt to the effects of climate change.	<ul style="list-style-type: none"> <li>Will it minimise energy use and reduce or mitigate greenhouse gas emissions, assisting realisation of the City Area's emission targets?</li> <li>Will it plan or implement adaptation measures for the likely effects of climate change?</li> <li>Will it maximise the delivery of renewable and low carbon energy generation at site level and district level and reduce dependency on non-renewable sources?</li> <li>Will it promote sustainable design that minimises greenhouse emissions and is adaptable to the effects of climate change?</li> <li>Will it deliver homes and other buildings of high energy efficiency standards which contribute to the City Area's zero carbon targets?</li> </ul>	++	Significant Positive	The policy/proposal would significantly reduce greenhouse gas emissions from the Chelmsford City Area. The policy/proposal would significantly reduce energy consumption or increase the amount of renewable energy being used/generated.
		+	Positive	The policy/proposal would reduce greenhouse gas emissions from the Chelmsford City Area. The policy/proposal would increase resilience/decrease vulnerability to climate change effects. The policy/proposal would reduce energy consumption or increase the amount of renewable energy being used/generated. The policy/proposal would support/encourage sustainable design.
		0	Neutral	The policy/proposal would not have any effect on the achievement of the objective.
		-	Negative	The policy/proposal would lead to an increase in greenhouse gas emissions from the Chelmsford City Area. The policy/proposal would not increase resilience/decrease vulnerability to climate change effects.
		--	Significant Negative	The policy/proposal would lead to a significant increase in greenhouse gas emissions from the Chelmsford City Area. The policy/proposal would increase vulnerability to climate change effects.
		~	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		?	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
12. Waste and Natural Resources: To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.	<ul style="list-style-type: none"> <li>Will it minimise the demand for raw materials?</li> <li>Will it promote the use of local resources?</li> <li>Will it reduce minerals extracted and imported?</li> <li>Will it increase efficiency in the use of raw materials and promote recycling?</li> <li>Will it result in development within a Minerals Safeguarding Area?</li> <li>Will it reduce waste arisings?</li> <li>Will it increase the reuse and recycling of waste?</li> <li>Will it support investment in waste management facilities to meet local needs?</li> </ul>	<b>++</b>	Significant Positive	The policy/proposal would reduce the amount of waste generated through prevention, minimisation and re-use. The policy/proposal would significantly reduce the amount of waste going to landfill through recycling and energy recovery. The policy/proposal would support/encourage investment in waste management facilities.
		<b>+</b>	Positive	The policy/proposal would reduce the amount of waste going to landfill through recycling and energy recovery. The policy/proposal would encourage the use of sustainable materials.
		<b>0</b>	Neutral	The policy/proposal would not have any effect on the achievement of the objective.
		<b>-</b>	Negative	The policy/proposal would result in an increased amount of waste going to landfill. The policy/proposal would increase the demand for local resources.
		<b>--</b>	Significant Negative	The policy/proposal would result in a significantly increased amount of waste going to landfill. The policy/proposal would significantly increase the demand for local resources. The policy/proposal would result in inappropriate development within a Minerals Safeguarding Area.
		<b>~</b>	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		<b>?</b>	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.
13. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.	<ul style="list-style-type: none"> <li>Will it help to conserve and enhance existing features of the historic built environment and their settings, including archaeological assets both above and below ground?</li> <li>Will it tackle heritage assets identified as being 'at risk'?</li> <li>Will it promote sustainable repair and reuse of heritage assets?</li> </ul>	<b>++</b>	Significant Positive	The policy/proposal would protect and enhance the sites, areas and features of historic, cultural, archaeological and architectural interest with national designations (including their setting). The policy/proposal will make use of historic buildings, spaces and places through sensitive adaption and re-use allowing these distinctive assets to be accessed. The policy/proposal would result in an assets(s) being removed from the At Risk Register.

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
	<ul style="list-style-type: none"> <li>Will it protect or enhance the significance of designated heritage assets?</li> <li>Will it protect or enhance the significance of non-designated heritage assets?</li> <li>Will it promote local cultural distinctiveness, recognising the diversity of Chelmsford's population?</li> <li>Will it help to conserve historic buildings, places and spaces that enhance local distinctiveness, character and appearance through sensitive adaptation and re-use?</li> <li>Will it improve and promote access to buildings and landscapes of historic/cultural value?</li> </ul>	+	Positive	The policy/proposal would protect and enhance the sites, areas and features of historic, cultural, archaeological and architectural interest with local designations (including their setting). The policy/proposal will increase access to historical/cultural/archaeological/architectural buildings/spaces/places.
		0	Neutral	The policy/proposal would not have any effect on the achievement of the objective.
		-	Negative	The policy/proposal would lead to deterioration of the sites, areas and features of historic, cultural, archaeological and architectural interest with local designations. The policy/proposal would temporarily restrict access to historical/cultural/archaeological/architectural buildings/spaces/places.
		--	Significant Negative	The policy/proposal would lead to deterioration of the sites, areas and features of historic, cultural, archaeological and architectural interest with national designation or result in the destruction of heritage assets (national or local). The policy/proposal would permanently restrict access to historical/cultural/archaeological/architectural buildings/spaces/places. The policy/proposal would result in an asset being placed on the At Risk Register.
		~	No Relationship	There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.
		?	Uncertain	The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.
14. Landscape and Townscape: To conserve and enhance landscape character and townscapes.	<ul style="list-style-type: none"> <li>Will it conserve and enhance landscape character and townscapes?</li> <li>Will it promote high quality design in context with its urban and rural landscape?</li> <li>Will it avoid inappropriate development in the Green Belt and maintain its extent?</li> </ul>	++	Significant Positive	The policy/proposal would offer potential to significantly enhance landscape/townscape character. The policy/proposal would ensure the long term protection of the Green Belt.
		+	Positive	The policy/proposal would offer potential to enhance landscape/townscape character.

Assessment Objective	Guide Questions	Effect	Description	Illustrative Guidance
	<ul style="list-style-type: none"> <li>Will it help to conserve and enhance the Marine Conservation Zone?</li> <li>Will it avoid inappropriate erosion of the Green Wedge?</li> <li>Will it protect tranquil landscapes and areas?</li> </ul>	<p><b>0</b></p> <p>-</p> <p>--</p> <p>~</p> <p>?</p>	<p>Neutral</p> <p>Negative</p> <p>Significant Negative</p> <p>No Relationship</p> <p>Uncertain</p>	<p>The policy/proposal would not have any effect on the achievement of the objective.</p> <p>The policy/proposal would have an adverse effect on landscape/townscape character.</p> <p>The policy/proposal would have a significant adverse effect on landscape/townscape character.</p> <p>The policy/proposal would result in inappropriate development in the Green Belt or affect the permanence of the Green Belt boundary.</p> <p>There is no clear relationship between the policy/proposal and the achievement of the objective or the relationship is negligible.</p> <p>The policy/proposal has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.</p>



## APPENDIX F – APPRAISAL OF DEVELOPMENT REQUIREMENTS AND THE PROPOSED SPATIAL STRATEGY

### APPENDIX F – APPRAISAL OF DEVELOPMENT REQUIREMENTS AND THE PROPOSED SPATIAL STRATEGY

#### Key to Appraisals

Score	Description	Symbol
Significant Positive Effect	The preferred option contributes significantly to the achievement of the objective.	++
Minor Positive Effect	The preferred option contributes to the achievement of the objective but not significantly.	+
Neutral	The preferred option does not have any effect on the achievement of the objective	0
Minor Negative Effect	The preferred option detracts from the achievement of the objective but not significantly.	-
Significant Negative Effect	The preferred option detracts significantly from the achievement of the objective.	--
No Relationship	There is no clear relationship between the preferred option and the achievement of the objective or the relationship is negligible.	~
Uncertain	The preferred option has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.	?

NB: where more than one symbol/colour is presented in a box it indicates that the appraisal has identified both positive and negative effects. Where a box is coloured but also contains a '?', this indicates uncertainty over whether the effect could be a minor or significant effect although a professional judgement is expressed in the colour used. A conclusion of uncertainty arises where there is insufficient evidence for expert judgement to conclude an effect.

## HOUSING REQUIREMENT: 22,567 DWELLINGS, 36 - 77 PERMANENT PITCHES FOR GYPSIES AND TRAVELLERS AND 25 PERMANENT PLOTS FOR TRAVELLING SHOWPEOPLE

IIA Objective	Guide Questions	Score	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	<ul style="list-style-type: none"> <li>• Will it conserve and enhance international designated nature conservation sites (Special Areas of Conservation, Special Protection Areas and Ramsars)?</li> <li>• Will it conserve and enhance nationally designated nature conservation sites such as Sites of Special Scientific Interest?</li> <li>• Will it conserve and enhance Local Nature Reserves, Local Wildlife Sites and Ancient Woodland?</li> <li>• Will it avoid damage to, and protect, geologically important sites?</li> <li>• Will it conserve and enhance species diversity, and in particular avoid harm to indigenous species of principal importance, or priority species and habitats?</li> <li>• Will it provide opportunities for new habitat creation or restoration and link existing habitats as part of the development process?</li> </ul>	<p>-/?</p>	<p><b>Likely Significant Effects</b></p> <p>Within the Chelmsford City Council administrative area (the City Area) there are three European sites: Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA; Crouch and Roach Estuaries Ramsar; and the Essex Estuaries SAC together with four additional sites within approximately 10km. In addition, there are eight Sites of Special Scientific Interest (SSSI) covering an area of 2,412.77 hectares (ha) including the River Ter; Newney Green Pit; Blake's Wood &amp; Lingwood Common; Woodham Walter Common; Danbury Common; Thrift Wood, Woodham Ferrers; Hanningfield Reservoir; and Crouch and Roach Estuaries. There are also six Local Nature Reserves (LNRs) and 150 Local Wildlife Sites (LoWS).</p> <p>It is assumed that residential development would not directly affect these designated sites although housing growth could have indirect negative effects on these assets due to, for example, disturbance arising from increased recreational activity and wild bird and mammal loss from cat predation. However, this would be dependent on the exact location of future development, the proximity of the development to the designated sites and the ease of access to the sites. In this regard, the HRA of the Local Plan highlights that those European sites that are associated with the Mid-Essex coast estuaries (i.e. Crouch and Roach Estuaries SPA / Ramsar; Blackwater Estuary SPA / Ramsar; Foulness SPA / Ramsar; Dengie SPA / Ramsar; and the associated areas of the Essex Estuaries SAC) plus the Thames Estuary and Marshes SPA / Ramsar and Benfleet and Southend Marshes SPA / Ramsar are potentially vulnerable to regional 'in combination' effects due to visitor pressure, to which the Local Plan will contribute. The HRA also identifies that growth has the potential to contribute to 'in combination' air quality effects on sensitive sites (principally Epping Forest SAC). However, further assessment through the HRA has demonstrated that the 'in combination' contribution of the Local Plan is likely to be too small to be 'significant'.</p> <p>Residential development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area will mean that greenfield land is required for development. The development of greenfield land could have a negative effect in relation to this objective (e.g. due to the direct loss of habitats or adverse impacts such as noise and emissions associated with the construction and occupation of new development). The magnitude of any negative effects in this regard will be dependent on the scale of greenfield land lost to development and the existing biodiversity value of the sites that would be affected. Notwithstanding the above, it should be noted that planning permission has</p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it enhance ecological connectivity and maintain and improve the green infrastructure network, providing green spaces that are well connected and biodiversity rich?</li> <li>Will it provide opportunities for people to access the natural environment including green and blue infrastructure?</li> </ul>		<p>already been granted for a proportion of the housing requirement and/or sites have been built out and it is assumed that impacts on biodiversity have been duly considered, including proximity to sensitive sites and species.</p> <p>Residential development may provide opportunities to enhance existing, or incorporate new, green infrastructure. This could potentially have a significant positive effect on this objective by improving the quality and extent of habitats and by increasing the accessibility of both existing and prospective residents to such assets.</p> <p>Overall, the housing requirement has been assessed as having a negative effect on this objective due to the potential for indirect, adverse effects on designated sites, and the loss of habitats from the use of greenfield land, although uncertainty remains with regard to the exact type, magnitude and duration of effects.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>For the Local Plan to be found sound it will need to demonstrate that it will not have a significant adverse effect on the integrity of a European site, or if it does and the Plan proceeds it will need to be demonstrated that there are imperative reasons of overriding public interest.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The magnitude of negative effects will be dependent on the scale of greenfield land lost to development and the existing biodiversity value of the sites that would be affected.</li> </ul>
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	<ul style="list-style-type: none"> <li>Will it meet the City’s assessed housing need, providing a range of housing types to meet current and emerging need for market and affordable housing?</li> <li>Will it reduce the level of homelessness?</li> <li>Will it help to ensure the provision of good quality, well designed homes?</li> </ul>	++	<p><b>Likely Significant Effects</b></p> <p>The preferred housing requirement makes provision for a minimum of 19,000 net new homes over the plan period at an average annual rate of 1,000 net new homes per-year. This is in accordance with the City Area’s assessed housing need as identified in the Strategic Housing Needs (OAHN) Study (2023). The housing requirement also includes close to a further 20% uplift which is included in the total requirement of 1,000 dwellings per annum or 19,000 net new homes over the period 2022-2041. The inclusion of a circa 20% buffer reflects the recommendations of the OAHN Study which states that an uplift is needed to respond to issues related to the past provision of homes and to address ‘market signals’ including London-related migration needs. This is expected to help provide a degree of flexibility by ensuring choice and competition in the market for land and is consistent with the National Planning Policy Framework’s (NPPF) direction that local planning authorities should seek to boost significantly the supply of housing and the broad aim of the Housing White Paper (2017).</p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it deliver pitches required for Gypsies and Travellers and Travelling Showpeople?</li> </ul>		<p>The Gypsy and Traveller Accommodation Assessment covers the period 2023 to 2041 and identifies a requirement of 36-77 -permanent Gypsy and Traveller pitches and 25 permanent Travelling Showpeople plots to be developed by 2041.</p> <p>Overall, the housing requirement has been assessed as having a significant positive and effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which new housing development meets local needs will be dependent on the mix of housing delivered (in terms of size, type and tenure).</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	<ul style="list-style-type: none"> <li>Will it provide a flexible supply of high quality employment land to meet the needs of existing businesses and attract inward investment?</li> <li>Will it maintain and enhance economic competitiveness?</li> <li>Will it strengthen the convenience shopping role in Chelmsford City Centre and ensure that the neighbourhood and local centres continue to perform a strong convenience goods role which serves local needs?</li> <li>Will it support the growth of new sectors including those linked to the Anglia Ruskin University?</li> <li>Will it help to diversify the local economy?</li> </ul>	<p style="text-align: center;">++</p>	<p><b>Likely Significant Effects</b></p> <p>The construction of new dwellings would support the construction sector both within and outside the City Area and has the potential to create employment opportunities as well as increased economic activity in the local and wider supply chain. However, the extent to which the jobs created benefit the City Area’s residents will depend on the number jobs created and the recruitment policies of prospective employers. In the longer term (once development is complete), the increase in local population could boost the local labour market and increase economic activity in the local community.</p> <p>The Council’s Economic Strategy (2017) provides an overview of the economy of the Chelmsford City Area. It highlights that Chelmsford has been a major driver of growth within the Heart of Essex sub-region, which comprises the local authority areas of Chelmsford, Brentwood and Maldon. The City contributes over £3 billion per year to the Essex economy with particular strengths in the financial and business services sectors, research and development, and advanced manufacturing. Chelmsford has the largest business base within the Heart of Essex.</p> <p>As part of the OAHN Study, an analysis of economic forecasts has been undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth.</p> <p>Overall, the housing requirement has been assessed as having a significant positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>The Local Plan could encourage local recruitment/training associated with the construction and operational phases of development.</li> </ul>

**APPENDIX F – APPRAISAL OF DEVELOPMENT REQUIREMENTS AND THE PROPOSED SPATIAL STRATEGY**

IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>• Will it provide good quality, well paid employment opportunities that meet the needs of local people?</li> <li>• Will it improve the physical accessibility of jobs?</li> <li>• Will it support rural diversification and economic development?</li> <li>• Will it promote a low carbon economy?</li> <li>• Will it reduce out-commuting?</li> <li>• Will it improve access to training to raise employment potential?</li> <li>• Will it promote investment in educational establishments?</li> </ul>		<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	<ul style="list-style-type: none"> <li>• Will it support and enhance the City of Chelmsford by attracting new commercial investment and reinforcing the City’s attractiveness?</li> <li>• Will it encourage more people to live in urban areas?</li> <li>• Will it enhance the public realm?</li> <li>• Will it enhance the viability and vitality of South Woodham Ferrers town centre and principal and local neighbourhood centres?</li> <li>• Will it tackle deprivation in the most deprived areas, promote</li> </ul>	+/-	<p><b>Likely Significant Effects</b></p> <p>Residential development has the potential to improve the viability and vitality of existing shops, services and facilities in the City Centre, South Woodham Ferrers, West Chelmsford, Garden Communities and principal and local neighbourhood centres. New development may also encourage and support investment in existing, and the provision of new, services and facilities in the City Area through, for example, developer contributions and on-site provision. This could help enhance the accessibility of existing and prospective residents to key services and facilities, although this would be dependent on the exact location of new development and the level of investment generated.</p> <p>Larger services such as schools and health facilities as well as employment opportunities are predominantly focused within the two main urban areas of Chelmsford and South Woodham Ferrers. Prospective residents are likely to benefit from high levels of accessibility.</p> <p>Chelmsford in the top 20% least deprived local authority areas nationally, scoring 260th out of 317 local authorities in the 2019 Index of Multiple Deprivation. However, there are pockets of deprivation across the Chelmsford City Area with some lower super output areas (LSOAs), such as those within the wards of Marconi, Patching Hall and St Andrews, all within the City of Chelmsford, being within the most deprived in the country. Development within or near to the</p>

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IIA Objective	Guide Questions	Score	Commentary
	<p>social inclusion and mobility and reduce inequalities in access to education, employment and services?</p> <ul style="list-style-type: none"> <li>• Will it support rural areas by providing jobs, facilities and housing to meet needs?</li> <li>• Will it maintain and enhance community facilities and services?</li> <li>• Will it increase access to schools and colleges?</li> <li>• Will it enhance accessibility to key community facilities and services?</li> <li>• Will it align investment in services, facilities and infrastructure with growth?</li> <li>• Will it contribute to regeneration initiatives?</li> <li>• Will it foster social cohesion?</li> </ul>		<p>deprived LSOAs could have a positive effect upon these areas as housing and associated key services and community facilities may become more accessible.</p> <p>Overall, the housing requirement has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The Education Act 2011 requires that, where the need for a new school is identified, the Local Education Authority (LEA) invites proposals to establish an academy or free school, with the decision over whether to go ahead ultimately taken by the Department for Education. Once established LEAs cannot require academies or free schools to expand. So there are uncertainties as to how future needs for school places will be met which are outside of the control of the Local Plan.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	<ul style="list-style-type: none"> <li>• Will it avoid locating development where environmental circumstances could negatively impact on people's health?</li> <li>• Will it maintain and improve access to green infrastructure, open space, leisure and recreational facilities?</li> </ul>	<p align="center"><b>+/-</b></p>	<p><b>Likely Significant Effects</b></p> <p>The construction of new housing may have a localised negative effect on the health and wellbeing of residents, particularly those with poor respiration, who are in close proximity to development sites and along transport routes within the City Area. Effects may include, for example, respiratory problems associated with construction traffic and dust. These issues would be more pertinent if development were to take place within sensitive areas with pre-existing health issues. However, these effects are expected to be temporary and not significant.</p> <p>Once dwellings are occupied, there may be further adverse effects on health arising from, in particular, emissions to air associated with increased traffic movements. In this context, the baseline presented in Section 3 of the IIA Report highlights that the main source of air pollution in Chelmsford is road traffic emissions from major roads.</p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>• Will it maintain and enhance Public Rights of Way and Bridleways?</li> <li>• Will it promote healthier lifestyles?</li> <li>• Will it meet the needs of an ageing population?</li> <li>• Will it support those with disabilities?</li> <li>• Will it support the needs of young people?</li> <li>• Will it maintain and enhance healthcare facilities and services?</li> <li>• Will it align investment in healthcare facilities and services with growth to ensure that there is capacity to meet local needs?</li> <li>• Will it encourage sustainable food production to reduce food miles, such as community gardens or allotments?</li> <li>• Will it improve access to healthcare facilities and services?</li> <li>• Will it promote community safety?</li> <li>• Will it reduce actual levels of crime and anti-social behaviour?</li> <li>• Will it reduce the fear of crime?</li> <li>• Will it promote design that discourages crime?</li> </ul>		<p>As at 2016, the Chelmsford City Area had 2,446 ha of open space including 263 ha of park, sport and recreation grounds open space. It should be noted, however, that the Chelmsford Open Space Study (2016) has found some deficiencies in open space provision including amenity greenspace, parks and recreation grounds and play space. New development could be expected to provide an opportunity to facilitate further the promotion of healthy lifestyles through addressing these deficiencies.</p> <p>The extent to which new development promotes healthy lifestyles through, for example, walking and cycling will be dependent, in part, on its location vis-à-vis the accessibility of services, facilities, jobs and open space. With development focused on the City Centre, South Woodham Ferrers, West Chelmsford, Garden Communities and principal and local neighbourhood centres, prospective residents are likely to benefit from high levels of accessibility which may promote walking and cycling (and also, potentially, reduce emissions to air associated with car use).</p> <p>Additional housing development within the City Area could increase investment in health care facilities. However, without appropriate levels of investment, there is a risk that increased demand from new residents may affect the quality of existing facilities and services.</p> <p>Overall, the housing requirement has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

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IIA Objective	Guide Questions	Score	Commentary
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	<ul style="list-style-type: none"> <li>• Will it reduce travel demand and the distance people travel for jobs, employment, leisure and services and facilities?</li> <li>• Will it reduce out-commuting?</li> <li>• Will it encourage a shift to more sustainable modes of transport?</li> <li>• Will it encourage walking, cycling and the use of public transport?</li> <li>• Will it help to reduce traffic congestion and improve road safety?</li> <li>• Will it deliver investment in transportation infrastructure that supports growth in the Chelmsford City Area?</li> <li>• Will it locate new development in locations that support and make best use of committed investment in strategic infrastructure?</li> <li>• Will it support the expansion, or provision of additional, park and ride facilities?</li> <li>• Will it enhance Chelmsford's role as a key transport node?</li> <li>• Will it reduce the level of freight movement by road?</li> </ul>	<p><b>+/-/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>The development of 1,000 dwellings per annum would increase traffic both during construction and once development is complete. This could result in localised traffic congestion with associated negative effects including driver delay and an increase in road traffic accidents. In this regard, the baseline analysis presented in Section 3 of the IIA Report notes that development could result in increased pressure on the local road network and public transport infrastructure with congestion on key trunk roads including the A12, A130 and A414 east and west of Chelmsford (a number of junctions on the strategic highway network have capacity constraints and pinch points). However, development may support investment in highways improvements which could help to mitigate adverse effects in this regard.</p> <p>The housing requirement would meet (as a minimum) Chelmsford's assessed housing need, helping to ensure that there is sufficient housing to meet the needs of workers in the City Area and providing opportunities for those who currently commute into the City Area to live in the area. However, based on current trends, it would be expected that an increased local population would result in higher levels of out-commuting overall.</p> <p>The delivery of 22,567 dwellings in the City Area could help to maintain and, potentially, stimulate investment in public transport provision due to greater demand linked with population growth and developer contributions. With development focused on the City Centre, South Woodham Ferrers, West Chelmsford, Garden Communities and principal and local neighbourhood centres, prospective residents are also likely to benefit from high levels of accessibility which may promote walking and cycling (and also, potentially, reduce car use).</p> <p>Overall, the housing requirement has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The impact of housing growth on levels of commuting is to some extent uncertain.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of</p>	<ul style="list-style-type: none"> <li>• Will it promote the use of previously developed (brownfield)</li> </ul>	<p><b>+/--</b></p>	<p><b>Likely Significant Effects</b></p>

**APPENDIX F – APPRAISAL OF DEVELOPMENT REQUIREMENTS AND THE PROPOSED SPATIAL STRATEGY**

IIA Objective	Guide Questions	Score	Commentary
land and conserve and enhance soils.	land and minimise the loss of greenfield land? <ul style="list-style-type: none"> <li>• Will it avoid the loss of agricultural land including best and most versatile land?</li> <li>• Will it reduce the amount of derelict, degraded and underused land?</li> <li>• Will it encourage the reuse of existing buildings and infrastructure?</li> <li>• Will it prevent land contamination and facilitate remediation of contaminated sites?</li> </ul>		<p>Housing growth is expected to encourage the reuse of brownfield land. However, the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area will mean that a potentially substantial area of greenfield land will be required. This has been assessed as having a significant negative effect on this objective.</p> <p>The best and most versatile agricultural land in the City Area generally lies to the north/north west of the Chelmsford Urban Area and is characterised as Grade 2 ('Very Good'). Land to the south of the urban area, meanwhile, is predominantly Grade 3 ('Good') agricultural land.</p> <p>Overall, the housing requirement has been assessed as having a mixed positive and significant negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	<ul style="list-style-type: none"> <li>• Will it result in a reduction of run-off of pollutants to nearby water courses that lead to a deterioration of existing status and/or failure to achieve the objective of good status under the Water Framework Directive?</li> <li>• Will it improve ground and surface water quality?</li> <li>• Will it reduce water consumption and encourage water efficiency?</li> <li>• Will it ensure that new water/wastewater management infrastructure is delivered in a</li> </ul>	<p><b>-/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>The construction of new housing development and the consequent growth in population can be expected to increase demand on water resources, with the potential to affect water availability. However, the baseline analysis presented in Section 3 notes that one of the two pumped storage reservoirs, Abberton, has recently been enlarged and enhanced so to provide long term water resources for Essex. The Essex and Suffolk Water Draft Water Resources Management Plan 2024 notes that the Essex supply area is seriously water stressed area with full customer metering planned 2035. The demand savings from planned water efficiency and metering programmes will enable national targets for water consumption to be met, namely household per capita consumption: 122 litres per person per day by 2038 and 110 litres per person per day by 2050.</p> <p>The Water Cycle Study (2024) identifies some constraints with respect to water service infrastructure and the water environment to deliver development, likely to require that strategic water resource options and wastewater solutions are developed in advance of development coming forward. The draft Essex and Suffolk Water Resource Management Plan 2024 identifies that without further investment in things like expanding reservoirs and other sources of water, that demand for water will begin to outpace supply in the future (2030+). This is also due to changes in the rules governing how much water, water companies can take from existing sources that will come into force after 2030.</p>

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IIA Objective	Guide Questions	Score	Commentary
	timely manner to support new development?		<p>In consequence, effects on water resource availability are not expected to be significant.</p> <p>Depending on the location of new development, the proximity to waterbodies and the prevailing quality of the waterbody, there is potential for adverse effects on water quality associated with construction activities (through, for example, accidental discharges or uncontrolled surface water runoff from construction sites). However, it is assumed that the design of new development will include (where appropriate) sustainable urban drainage systems (SUDS) to ensure that all subsequent rainfall will infiltrate surfaces rather than exacerbate any downstream flood risks (which also have temporary effects on water quality).</p> <p>Overall, the housing requirement has been assessed as having a negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that the Council will liaise with Essex and Suffolk Water with regard to infrastructure requirements for future development.</li> <li>Measures contained in the Essex and Suffolk Water: Draft Water Resources Management Plan would be expected to help ensure that future water resource demands are met.</li> <li>There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	<ul style="list-style-type: none"> <li>Will it help to minimise the risk of flooding to existing and new developments/infrastructure?</li> <li>Will it manage effectively, and reduce the likelihood of, flash flooding, taking into account the capacity of sewerage systems?</li> <li>Will it discourage inappropriate development in areas at risk from flooding and promote the sequential test?</li> </ul>	<p><b>-/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>The baseline analysis presented in Section 3 of the SA Report highlights that flood risk is a potentially significant constraint to future development in the Chelmsford City Area with large parts of the Chelmsford Urban Area in particular being a risk of fluvial flooding and South Woodham Ferrers being at risk of coastal flooding. However, given requirements for proposals to be accompanied by a Flood Risk Assessment (FRA) where appropriate, it is considered unlikely that new development would be at significant risk of flooding, although this is dependent on the exact location of development.</p> <p>Environment Agency flood maps indicate that surface water flooding is a potential constraint in some parts of the City Area including within the main urban areas of Chelmsford, South Woodham Ferrers and East Chelmsford Garden Community. In this context, the loss of greenfield land to support housing development could lead to an increased risk of flooding off site (as a result of the increase in impermeable surfaces). However, it can be reasonably assumed that new development proposals which may result in an increase in flood risk will be</p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it ensure that new development does not give rise to flood risk elsewhere?</li> <li>Will it deliver Sustainable Drainage Systems (SUDs) and promote investment in flood defences that reduce vulnerability to flooding?</li> <li>Will it encourage the use of multifunctional areas and landscape design for drainage?</li> <li>Will it help to discourage inappropriate development in areas at risk from coastal erosion?</li> <li>Will it help to manage and reduce the risks associated with coastal erosion and support the implementation of the Essex and South Suffolk Shoreline Management Plan?</li> </ul>		<p>accompanied by an FRA and incorporate suitable flood alleviation measures (thereby minimising the risk of flooding).</p> <p>There may be opportunities as part of new development proposals to enhance existing, or incorporate new, green infrastructure which could potentially have a positive effect on this objective by providing space for flood waters to flow through and additional areas for future flood storage. However, this is dependent on policies contained within the Local Plan, the competing priorities for developer contributions and details of site specific proposals.</p> <p>Overall, the housing requirement has been assessed as having a negative effect on this objective, although it is recognised that the type and magnitude of effect will be largely dependent on the future location of development.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that, where appropriate, development proposals would be accompanied by a FRA and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.</li> <li>The Local Planning Authority will apply a sequential risk-based approach, including the application of the 'exception test,' consistent with the NPPF.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	<ul style="list-style-type: none"> <li>Will it maintain and improve air quality?</li> <li>Will it address air quality issues in the Army and Navy Air Quality Management Area and prevent new designations of Air Quality Management Areas?</li> </ul>	<p>-/?</p>	<p><b>Likely Significant Effects</b></p> <p>The construction of new residential development is likely to have a negative effect on air quality due to, for example, emissions generated from plant and HGV movements during construction. Once dwellings are occupied, the increase in population in the City Area will in-turn generate additional transport movements and associated emissions to air. In this regard, the baseline analysis presented in Section 3 indicates that the main source of air pollution in Chelmsford is road traffic emissions from major roads, notably the A12, A414, A138, A130 and B1016.</p> <p>The HRA identifies that growth supported by the Preferred Options Local Plan has the potential to contribute to 'in combination' air quality effects on sensitive sites (principally Epping Forest SAC). However, further assessment through the HRA has demonstrated that the 'in combination' contribution of the Local Plan is likely to be too small to be 'significant'.</p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it avoid locating development in areas of existing poor air quality?</li> <li>Will it minimise emissions to air from new development?</li> </ul>		<p>The housing requirement would meet (as a minimum) Chelmsford’s assessed housing need, helping to ensure that there is sufficient housing to meet the needs of workers in the City Area and providing opportunities for those who currently commute into the City Area to live in the area thereby reducing in-commuting and associated pollution from vehicles. However, based on current trends, it would be expected that an increased local population would result in higher levels of out-commuting overall.</p> <p>The delivery of 22,567 dwellings in the City Area could help to maintain and, potentially, stimulate investment in public transport provision reducing emissions to air associated with car use and congestion. With development focused on the City Centre, South Woodham Ferrers, West Chelmsford, Garden Communities and principal and local neighbourhood centres, prospective residents are also likely to benefit from high levels of accessibility which may reduce car use and associated emissions to air.</p> <p>Overall, the housing requirement has been assessed as having a negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The impact of housing growth on levels of commuting is to some extent uncertain.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	<ul style="list-style-type: none"> <li>Will it minimise energy use and reduce or mitigate greenhouse gas emissions?</li> <li>Will it plan or implement adaptation measures for the likely effects of climate change?</li> <li>Will it support the delivery of renewable and low carbon energy and reduce dependency on non-renewable sources?</li> <li>Will it promote sustainable design that minimises greenhouse</li> </ul>	<p>-/?</p>	<p><b>Likely Significant Effects</b></p> <p>Residential development would be expected to increase overall energy consumption and greenhouse gas emissions within the City Area. Sources of emissions will include the use of plant, HGV movements and the embodied carbon in materials during construction and domestic energy consumption and vehicle movements once dwellings are occupied.</p> <p>Notwithstanding the anticipated increase in overall emissions identified above, per capita emissions of DM7 for the Chelmsford City Area have generally fallen, albeit slowly, and residential development could present opportunities for new homes to include low carbon technologies within their design and to use low carbon materials within their construction. Policy DM31 seeks to introduce challenging zero carbon requirements for new construction, in line with national and local aspirations for a transition to carbon neutrality by 2050.</p> <p>The housing requirement would meet (as a minimum) Chelmsford’s assessed housing need, helping to ensure that there is sufficient housing to meet the needs of workers in the City Area and providing opportunities for those who currently commute into the City Area to live in the area thereby reducing in-commuting and associated greenhouse gas emissions from vehicles.</p>

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IIA Objective	Guide Questions	Score	Commentary
	emissions and is adaptable to the effects of climate change?		<p>However, based on current trends, it would be expected that an increased local population would result in higher levels of out-commuting overall.</p> <p>The delivery of 22,567 dwellings in the City Area could help to maintain and, potentially, stimulate investment in public transport provision reducing emissions associated with car use and congestion. With development focused on the City Centre, South Woodham Ferrers, West Chelmsford, Garden Communities and principal and local neighbourhood centres, prospective residents are also likely to benefit from high levels of accessibility which may reduce car use and associated emissions.</p> <p>Overall, the housing requirement has been assessed as having a negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The exact scale of greenhouse gas emissions will be dependent on a number of factors including: the location and accessibility of new development; the design of new development (including in the context of the requirements of Local Plan policies and building regulations); future travel patterns and trends; individual energy consumption behaviour; and the extent to which energy supply has been decarbonised over the plan period.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	<ul style="list-style-type: none"> <li>• Will it minimise the demand for raw materials?</li> <li>• Will it promote the use of local resources?</li> <li>• Will it reduce minerals extracted and imported?</li> <li>• Will it increase efficiency in the use of raw materials and promote recycling?</li> <li>• Will it avoid sterilising minerals extraction sites identified by the Essex Minerals Local Plan?</li> </ul>	<p><b>-/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>The construction of new dwellings will require raw materials (such as aggregates, steel and timber). This may place pressure on local mineral assets to support construction. However, the volume of materials required is not expected to be significant (in a regional or national context). Further, it is anticipated that there would be opportunities to utilise recycled and sustainably sourced construction materials as part of new developments.</p> <p>Some parts of the City Area have been designated as Mineral Safeguarding Areas. However, residential development within these areas is unlikely as the principle of extraction has been accepted and the need for release of minerals proven within the Minerals Local Plan. If there are any instances where development sites overlay a Mineral Safeguarding Area it may be feasible to work minerals prior to development taking place.</p> <p>Residential development will generate waste through construction, although it is anticipated that a proportion of this waste would be reused or recycled. Once dwellings are occupied, there would also be an increase in municipal waste arisings which could place pressure on existing</p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it reduce waste arisings?</li> <li>Will it increase the reuse and recycling of waste?</li> <li>Will it support investment in waste management facilities to meet local needs?</li> <li>Will it support the objectives and proposals of the Essex Minerals Local Plan?</li> </ul>		<p>waste management facilities. However, it is again anticipated that a proportion of this waste would be reused or recycled.</p> <p>Overall, the housing requirement has been assessed as having a negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that the emerging replacement Essex Waste Local Plan will make provision to accommodate additional waste associated with growth in the City Area.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The exact scale of waste will be dependent on a number of factors including: the design of new development; waste collection and disposal regimes; and individual behaviour with regard to recycling and reuse.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Will it help to conserve and enhance existing features of the historic environment and their settings, including archaeological assets?</li> <li>Will it tackle heritage assets identified as being ‘at risk’?</li> <li>Will it promote sustainable repair and reuse of heritage assets?</li> <li>Will it protect or enhance the significance of designated heritage assets?</li> <li>Will it protect or enhance the significance of non-designated heritage assets?</li> <li>Will it promote local cultural distinctiveness?</li> <li>Will it help to conserve historic buildings, places and spaces that</li> </ul>	+/-/?	<p><b>Likely Significant Effects</b></p> <p>Chelmsford’s cultural heritage is a key feature of the local authority area, as indicated by the National Heritage List for England which includes 1,012 listed buildings (including 21 Grade I, 43 Grade II* and 948 Grade II), 19 scheduled monuments, 25 conservation areas and 6 registered parks and gardens within the Chelmsford City Area. Residential development has the potential to adversely affect these assets as well as other non-designated assets that contribute to the character of the City Area.</p> <p>Adverse effects on these historic and cultural assets may be felt during construction and also in the longer term once development has been completed. Effects may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development which is currently uncertain.</p> <p>New residential development could have a positive effect on this objective where it increases the accessibility of residents to cultural heritage assets. There may also be scope for heritage-led development to positively impact and enhance the setting of assets.</p> <p>Overall, the housing requirement has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p>

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IIA Objective	Guide Questions	Score	Commentary
	<p>enhance local distinctiveness, character and appearance through sensitive adaptation and re-use?</p> <ul style="list-style-type: none"> <li>• Will it improve and promote access to buildings and landscapes of historic/cultural value?</li> <li>• Will it recognise, conserve and enhance the inter-relationship between the historic and natural environment?</li> </ul>		<ul style="list-style-type: none"> <li>• The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.</li> </ul>
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	<ul style="list-style-type: none"> <li>• Will it conserve and enhance landscape character and townscapes?</li> <li>• Will it promote high quality design in context with its urban and rural landscape?</li> <li>• Will it avoid inappropriate development in the Green Belt and ensure the Green Belt endures?</li> <li>• Will it help to conserve and enhance the character of the undeveloped coastline?</li> <li>• Will it avoid inappropriate erosion to the Green Wedge?</li> </ul>	<p><b>+/-/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>There are no national landscape designations affecting the Chelmsford City Area. However, the delivery of 22,567 dwellings is likely to result in adverse effects on landscape character. Effects may be felt during construction and once development is complete, although the likelihood of adverse effects occurring and their magnitude will be dependent on the scale, density and location of new development in the context of the landscape sensitivity of the receiving environment. In particular, the level of growth proposed is likely to increase the potential pressure on greenfield land for development and could lead to higher density (and taller) residential development. Notwithstanding the effects identified, it should be noted that planning permission has already been granted for a proportion of this housing requirement and/or sites have been built and it is assumed that impacts on landscape have been duly considered.</p> <p>The baseline analysis presented in Section 3 of the IIA Report highlights that the built form and scale of the City Centre is a product of historic evolution. It notes that the City Centre has areas of distinct built character based on history, townscapes and use, all requiring the reinforcement of their sense of place. With regard to South Woodham Ferrers, meanwhile, the analysis highlights the unique character of the town. Residential development has the potential to adversely affect the townscape character of these areas during construction and once development is complete. However, there may also be potential for new development to enhance the quality of the built environment and to improve townscapes, particularly where brownfield sites are redeveloped (although as noted previously, there are only a limited number</p>

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IIA Objective	Guide Questions	Score	Commentary
			<p>of brownfield sites that have not already been earmarked for future development in the City Area).</p> <p>Overall, the housing requirement has been assessed as having a mixed positive and negative effect on this objective, although the magnitude of effect will be dependent in part on the location and design of new development.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The exact location of future development, the quality of the receiving landscapes and the proximity of sensitive receptors is unknown at this stage.</li> </ul>

**EMPLOYMENT REQUIREMENT (162,646 SQM OF EMPLOYMENT FLOORSPACE)**

IIA Objective	Guide Questions	Score	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	<ul style="list-style-type: none"> <li>• Will it conserve and enhance international designated nature conservation sites (Special Areas of Conservation, Special Protection Areas and Ramsars)?</li> <li>• Will it conserve and enhance nationally designated nature conservation sites such as Sites of Special Scientific Interest?</li> <li>• Will it conserve and enhance Local Nature Reserves, Local Wildlife Sites and Ancient Woodland?</li> <li>• Will it avoid damage to, and protect, geologically important sites?</li> <li>• Will it conserve and enhance species diversity, and in particular avoid harm to indigenous species of principal importance, or priority species and habitats?</li> <li>• Will it provide opportunities for new habitat creation or restoration and link existing habitats as part of the development process?</li> <li>• Will it enhance ecological connectivity and maintain and improve the green infrastructure network, providing green spaces that are well connected and biodiversity rich?</li> <li>• Will it provide opportunities for people to access the natural environment including green and blue infrastructure?</li> </ul>	<p>-/?</p>	<p><b>Likely Significant Effects</b></p> <p>There are three European sites within the Chelmsford City Council administrative area (the City Area): Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA; Crouch and Roach Estuaries Ramsar; and the Essex Estuaries SAC together with four additional sites within approximately 10km. In addition, there are eight Sites of Special Scientific Interest (SSSI) covering an area of 2,412.77 hectares (ha) including the River Ter; Newney Green Pit; Blake's Wood &amp; Lingwood Common; Woodham Walter Common; Danbury Common; Thrift Wood, Woodham Ferrers; Hanningfield Reservoir; and Crouch and Roach Estuaries. There are also six Local Nature Reserves (LNRs) and 150 Local Wildlife Sites (LoWS).</p> <p>It is assumed that employment development would not directly affect these designated sites although the construction and operation of employment uses could have indirect negative effects on these assets due to, for example, emissions to air and noise. However, this would be dependent on the exact location and type of future development and the proximity of the development to the designated sites.</p> <p>There are a limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area. In consequence, it is expected that a large proportion of new employment development would be situated on greenfield land, which could have a negative effect in relation to this objective (e.g. due to the direct loss of habitats or adverse impacts such as noise and emissions associated with the construction and operation of new development). The magnitude of any negative effects in this regard will be dependent on the scale of greenfield land lost to development and the existing biodiversity value of the sites that would be affected.</p> <p>Overall, the employment requirement has been assessed as having a negative effect on this objective, however the magnitude of the effect is uncertain.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• It is assumed that new development would not be located on land designated for nature conservation.</li> <li>• For the Local Plan to be found sound it will need to demonstrate that it will not have a significant adverse effect on the integrity of a European site, or if it does and the Plan proceeds it will need to be demonstrated that there are imperative reasons of overriding public interest.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The magnitude of negative effects will be dependent on the scale of greenfield land lost to development and the existing biodiversity value of the sites that would be affected.</li> </ul>

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IIA Objective	Guide Questions	Score	Commentary
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	<ul style="list-style-type: none"> <li>• Will it meet the City’s objectively assessed housing need, providing a range of housing types to meet current and emerging need for market and affordable housing?</li> <li>• Will it reduce the level of homelessness?</li> <li>• Will it help to ensure the provision of good quality, well designed homes?</li> <li>• Will it deliver pitches required for Gypsies and Travellers and Travelling Showpeople?</li> </ul>	0	<p><b>Likely Significant Effects</b></p> <p>The housing requirement has taken into account forecast demand associated with employment space provision over the plan period. In consequence, the employment space requirement has been assessed as having a neutral effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	<ul style="list-style-type: none"> <li>• Will it provide a flexible supply of high quality employment land to meet the needs of existing businesses and attract inward investment?</li> <li>• Will it maintain and enhance economic competitiveness?</li> <li>• Will it strengthen the convenience shopping role in Chelmsford City Centre and ensure that the neighbourhood and local centres continue to perform a strong convenience goods role which serves local needs?</li> <li>• Will it support the growth of new sectors including those linked to the Anglia Ruskin University?</li> <li>• Will it help to diversify the local economy?</li> <li>• Will it provide good quality, well paid employment opportunities that meet the needs of local people?</li> <li>• Will it improve the physical accessibility of jobs?</li> <li>• Will it support rural diversification and economic development?</li> <li>• Will it promote a low carbon economy?</li> <li>• Will it reduce out-commuting?</li> </ul>	++	<p><b>Likely Significant Effects</b></p> <p>The construction of new employment space would support the construction sector and has the potential to create spend in the local supply chain. However, effects in this regard will be temporary and the extent to which the jobs that may be created benefit the City Area’s residents will depend on the number of jobs created and the recruitment policies of prospective employers.</p> <p>The Council’s Economic Strategy (2017) highlights that Chelmsford has been a major driver of growth within the Heart of Essex sub-region, which comprises the local authority areas of Chelmsford, Brentwood and Maldon. The City contributes over £3 billion per year to the Essex economy, with particular strengths in the financial and business services sectors, research and development, and advanced manufacturing.</p> <p>In this context, the provision proposed 162,646 Sqm would be expected to help maintain and enhance Chelmsford’s strategic economic role in the Heart of Essex sub-region, supporting existing businesses and attracting inward investment. Jobs growth would, in-turn, increase the amount of money spent in the local economy and there may also be supply chain benefits associated with new businesses.</p> <p>Under the Spatial Strategy, employment development would be principally provided as part of larger mixed use schemes which would be expected to help ensure that the opportunities created are easily accessible to prospective residents.</p> <p>Development to the north east of Chelmsford has the potential to complement the Beaulieu and Channels development by providing employment opportunities for residents or by enabling prospective residents to access jobs created at this urban extension.</p> <p>The provision of local employment opportunities may help to tackle unemployment, particularly in the more deprived parts of the City Area. However, the extent to which job creation is locally</p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it improve access to training to raise employment potential?</li> <li>Will it promote investment in educational establishments?</li> </ul>		<p>significant will depend on the type of jobs created (in the context of the local labour market), their location/accessibility and the recruitment policies of prospective employers.</p> <p>The provision of retail floorspace will help support service provision in existing and new communities.</p> <p>Overall, the employment requirement has been assessed as having a significant positive effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.</li> <li>There remains some uncertainty regarding future jobs growth which will be dependent on a range of factors including UK and global economic trends.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	<ul style="list-style-type: none"> <li>Will it support and enhance the City of Chelmsford by attracting new commercial investment and reinforcing the City's attractiveness?</li> <li>Will it encourage more people to live in urban areas?</li> <li>Will it enhance the public realm?</li> <li>Will it enhance the viability and vitality of South Woodham Ferrers town centre and principal and local neighbourhood centres?</li> <li>Will it tackle deprivation in the most deprived areas, promote social inclusion and mobility and reduce inequalities in access to education, employment and services?</li> <li>Will it support rural areas by providing jobs, facilities and housing to meet needs?</li> <li>Will it maintain and enhance community facilities and services?</li> <li>Will it increase access to schools and colleges?</li> </ul>	+	<p><b>Likely Significant Effects</b></p> <p>Jobs growth and the associated provision of employment land and retail floorspace would help to attract investment to the City of Chelmsford and South Woodham Ferrers, promoting urban renaissance. Jobs growth would also increase spend in the local economy, helping to improve the viability and vitality of existing shops, services and facilities in the areas where development is allocated as well as in proposed new communities.</p> <p>There are pockets of deprivation across the City Area with some lower super output areas (LSOAs), such as those within the wards of Marconi, Patching Hall and St Andrews, being within the most deprived in the country. Jobs growth may create employment opportunities that are accessible to the City Area's residents, including those in these deprived areas. However, the extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market), their location/accessibility and the recruitment policies of prospective employers.</p> <p>Whilst jobs growth would be unlikely to have a direct effect on education, training and apprenticeship opportunities may be provided by businesses who occupy new premises once sites have been developed. This could help to raise skill levels amongst workers and residents in the City Area.</p> <p>The provision of retail floorspace will help support service provision in existing and new communities.</p> <p>Overall, the employment requirement has been assessed as having a positive effect on this objective.</p> <p><b>Assumptions</b></p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it enhance accessibility to key community facilities and services?</li> <li>Will it align investment in services, facilities and infrastructure with growth?</li> <li>Will it contribute to regeneration initiatives?</li> <li>Will it foster social cohesion?</li> </ul>		<ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	<ul style="list-style-type: none"> <li>Will it avoid locating development where environmental circumstances could negatively impact on people's health?</li> <li>Will it maintain and improve access to green infrastructure, open space, leisure and recreational facilities?</li> <li>Will it maintain and enhance Public Rights of Way and Bridleways?</li> <li>Will it promote healthier lifestyles?</li> <li>Will it meet the needs of an ageing population?</li> <li>Will it support those with disabilities?</li> <li>Will it support the needs of young people?</li> <li>Will it maintain and enhance healthcare facilities and services?</li> <li>Will it align investment in healthcare facilities and services with growth to ensure that there is capacity to meet local needs?</li> <li>Will it encourage sustainable food production to reduce food miles, such as community gardens or allotments?</li> <li>Will it improve access to healthcare facilities and services?</li> <li>Will it promote community safety?</li> <li>Will it reduce actual levels of crime and anti-social behaviour?</li> <li>Will it reduce the fear of crime?</li> <li>Will it promote design that discourages crime?</li> </ul>	+/-?	<p><b>Likely Significant Effects</b></p> <p>The construction of employment sites has the potential to have a localised and short term negative effect on the health and wellbeing of residents, with poor respiration, who are in close proximity to development sites and/or along transport routes within the City Area. Effects may include, for example, respiratory problems associated with construction traffic and dust. These issues will be more pertinent within sensitive areas with pre-existing health issues and other deprived areas within the City Area. However, these effects are expected to be temporary and not significant.</p> <p>Once premises are occupied, there may be further adverse effects on health arising from, in particular, emissions to air associated with the movement of workers to/from sites and operational traffic (including HGVs). In this context, the baseline analysis presented in Section 3 of the SA Report highlights that the main source of air pollution in Chelmsford is road traffic emissions from major roads.</p> <p>The creation of local employment opportunities and additional retail floorspace could reduce out-commuting from the City Area and associated emissions to air. However, as noted under IIA Objective 3, there remains some uncertainty regarding jobs forecasts.</p> <p>The extent to which new employment development promotes healthy lifestyles through, for example, walking and cycling will be dependent on its accessibility. Should future development be focused in the two main urban areas of Chelmsford and South Woodham Ferrers in particular, then employment opportunities would be physically accessible to a relatively large labour pool which may promote walking and cycling (and also, potentially, reduce emissions to air associated with car use).</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>There remains some uncertainty regarding future jobs growth which will be dependent on a range of factors including UK and global economic trends.</li> </ul>

**APPENDIX F – APPRAISAL OF DEVELOPMENT REQUIREMENTS AND THE PROPOSED SPATIAL STRATEGY**

IIA Objective	Guide Questions	Score	Commentary
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	<ul style="list-style-type: none"> <li>• Will it reduce travel demand and the distance people travel for jobs, employment, leisure and services and facilities?</li> <li>• Will it reduce out-commuting?</li> <li>• Will it encourage a shift to more sustainable modes of transport?</li> <li>• Will it encourage walking, cycling and the use of public transport?</li> <li>• Will it help to reduce traffic congestion and improve road safety?</li> <li>• Will it deliver investment in transportation infrastructure that supports growth in the Chelmsford City Area?</li> <li>• Will it locate new development in locations that support and make best use of committed investment in strategic infrastructure?</li> <li>• Will it support the expansion, or provision of additional, park and ride facilities?</li> <li>• Will it enhance Chelmsford's role as a key transport node?</li> <li>• Will it reduce the level of freight movement by road?</li> </ul>	<p align="center">+/-/?</p>	<p><b>Likely Significant Effects</b></p> <p>The provision of employment land would be expected to increase levels of traffic during both the construction of premises and once development is complete. This may result in congestion with associated negative effects including driver delay and an increase in road traffic accidents. In this regard, the baseline analysis presented in Section 3 notes that future development in the City Area could result in increased pressure on the local road network and public transport infrastructure with congestion on key trunk roads including the A12, A130 and A414 east and west of Chelmsford (a number of junctions on the strategic highway network have capacity constraints and pinch points). However, development may support investment in highways improvements which could help to mitigate adverse effects in this regard.</p> <p>The creation of local employment opportunities, particularly in mixed use new development, could help to reduce out-commuting from the City Area.</p> <p>Development in the two main urban areas of Chelmsford and South Woodham Ferrers provides employment opportunities (and retail provision) which is physically accessible to a relatively large labour pool which may promote walking and cycling and public transport use. Similarly, the aspiration of a balance between housing and service provision in proposed new communities should help to promote use of sustainable transport modes.</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• There remains some uncertainty regarding future jobs growth which will be dependent on a range of factors including UK and global economic trends.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	<ul style="list-style-type: none"> <li>• Will it promote the use of previously developed (brownfield) land and minimise the loss of greenfield land?</li> <li>• Will it avoid the loss of agricultural land including best and most versatile land?</li> <li>• Will it reduce the amount of derelict, degraded and underused land?</li> <li>• Will it encourage the reuse of existing buildings and infrastructure?</li> <li>• Will it prevent land contamination and facilitate remediation of contaminated sites?</li> </ul>	<p align="center">+/-</p>	<p><b>Likely Significant Effects</b></p> <p>Employment development is expected to support the redevelopment of brownfield land. However, the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area will mean that greenfield land will be required to support jobs growth.</p> <p>The best and most versatile agricultural land in the City Area generally lies to the north/north west of the Chelmsford Urban Area and is characterised as Grade 2 ('Very Good'). Land to the south of the urban area, meanwhile, is predominantly Grade 3 ('Good') agricultural land. Should employment development result in the loss of this land, then there would be further negative effects on this objective which could be significant.</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective.</p>

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IIA Objective	Guide Questions	Score	Commentary
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	<ul style="list-style-type: none"> <li>Will it result in a reduction of run-off of pollutants to nearby water courses that lead to a deterioration of existing status and/or failure to achieve the objective of good status under the Water Framework Directive?</li> <li>Will it improve ground and surface water quality?</li> <li>Will it reduce water consumption and encourage water efficiency?</li> <li>Will it ensure that new water/wastewater management infrastructure is delivered in a timely manner to support new development?</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The construction of new employment development will increase demand on water resources, with the potential to affect water availability. However, the baseline analysis presented in Section 3 of the IIA Report notes that one of the two pumped storage reservoirs, Abberton, has recently been enlarged and enhanced so to provide long term water resources for Essex. The Essex and Suffolk Water Draft Water Resources Management Plan 2024 notes that through planned water efficiency and metering programmes, national targets for non-household water consumption of 9% reduction in demand by 2038 can be met.</p> <p>Depending on the type and location of new employment development, the proximity to waterbodies and the prevailing quality of the waterbody, there is potential for adverse effects on water quality associated with construction and operational activities (through, for example, accidental discharges or uncontrolled surface water runoff). However, it is assumed that the design of new development will include sustainable urban drainage systems (SUDS) to ensure that all subsequent rainfall will infiltrate surfaces rather than exacerbate any downstream flood risks (which also have temporary effects on water quality).</p> <p>Overall, the employment requirement has been assessed as having a negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that the Council will liaise with Essex and Suffolk Water with regard to infrastructure requirements for future development.</li> <li>Measures contained in the Essex and Suffolk Water Draft Water Resources Management Plan would be expected to help ensure that future water resource demands are met.</li> <li>There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into</p>	<ul style="list-style-type: none"> <li>Will it help to minimise the risk of flooding to existing and new developments/infrastructure?</li> <li>Will it manage effectively, and reduce the likelihood of, flash flooding, taking</li> </ul>	-/?	<p><b>Likely Significant Effects</b></p> <p>The baseline analysis contained in Section 3 of the IIA Report highlights that flood risk is a potentially significant constraint to future development in the Chelmsford City Area with large parts of the Chelmsford Urban Area in particular being a risk of fluvial flooding and South Woodham Ferrers being at risk of coastal flooding. However, given requirements for proposals</p>

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IIA Objective	Guide Questions	Score	Commentary
account the effects of climate change.	<p>into account the capacity of sewerage systems?</p> <ul style="list-style-type: none"> <li>• Will it discourage inappropriate development in areas at risk from flooding and promote the sequential test?</li> <li>• Will it ensure that new development does not give rise to flood risk elsewhere?</li> <li>• Will it deliver Sustainable Drainage Systems (SUDs) and promote investment in flood defences that reduce vulnerability to flooding?</li> <li>• Will it encourage the use of multifunctional areas and landscape design for drainage?</li> <li>• Will it help to discourage inappropriate development in areas at risk from coastal erosion?</li> <li>• Will it help to manage and reduce the risks associated with coastal erosion and support the implementation of the Essex and South Suffolk Shoreline Management Plan?</li> </ul>		<p>to be accompanied by a Flood Risk Assessment (FRA) where appropriate, it is considered unlikely that new employment development would be at significant risk of flooding, although this is dependent on the exact location of development.</p> <p>The loss of greenfield land to support employment development could lead to an increased risk of flooding off site (as a result of the increase in impermeable surfaces), although it can be reasonably assumed that new development proposals which may result in an increase in flood risk will be accompanied by an FRA and incorporate suitable flood alleviation measures (thereby minimising the risk of flooding).</p> <p>Overall, the employment requirement has been assessed as having a negative effect on this objective, although it is recognised that the type and magnitude of effect will be largely dependent on the future location of development.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• It is assumed that, where appropriate, development proposals would be accompanied by a FRA and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.</li> <li>• The Local Planning Authority will apply a sequential risk-based approach, including the application of the 'exception test,' consistent with the NPPF.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	<ul style="list-style-type: none"> <li>• Will it maintain and improve air quality?</li> <li>• Will it address air quality issues in the Army and Navy Air Quality Management Area and prevent new designations of Air Quality Management Areas?</li> <li>• Will it avoid locating development in areas of existing poor air quality?</li> <li>• Will it minimise emissions to air from new development?</li> </ul>	<p align="center">+/-/?</p>	<p><b>Likely Significant Effects</b></p> <p>There is the potential for the construction and occupation of new employment uses to have negative effects on air quality due to, for example, emissions generated from plant and HGV movements during construction and increased vehicle movements once construction is complete. Effects on this objective may be more pronounced if development is located near to health deprived areas of the City Area.</p> <p>The creation of local employment opportunities could reduce out-commuting from the City Area and associated emissions to air. In addition, the extent to which new employment development affects car use and related emissions will be dependent on its accessibility. New development focused in the two main urban areas of Chelmsford and South Woodham Ferrers in particular, means that employment opportunities would be physically accessible to a relatively large labour pool which may promote walking and cycling and public transport use, reducing emissions to air associated with travel by car.</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p>

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IIA Objective	Guide Questions	Score	Commentary
			<ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>There remains some uncertainty regarding future jobs growth which will be dependent on a range of factors including UK and global economic trends.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	<ul style="list-style-type: none"> <li>Will it minimise energy use and reduce or mitigate greenhouse gas emissions?</li> <li>Will it plan or implement adaptation measures for the likely effects of climate change?</li> <li>Will it support the delivery of renewable and low carbon energy and reduce dependency on non-renewable sources?</li> <li>Will it promote sustainable design that minimises greenhouse emissions and is adaptable to the effects of climate change?</li> </ul>	+/-/?	<p><b>Likely Significant Effects</b></p> <p>Employment development would increase energy consumption and greenhouse gas emissions within the City Area. Sources of emissions would include the use of plant, HGV movements and the embodied carbon in materials during construction and energy consumption and vehicle movements once premises are occupied.</p> <p>The creation of local employment opportunities could reduce out-commuting from the City Area and associated emissions to air. In addition, the extent to which new employment development affects car use and related emissions will be dependent on its accessibility. New development focused in the two main urban areas of Chelmsford and South Woodham Ferrers in particular, means that employment opportunities would be physically accessible to a relatively large labour pool which may promote walking and cycling and public transport use, reducing emissions to air associated with travel by car.</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The exact scale of greenhouse gas emissions will be dependent on a number of factors including: the location and accessibility of new development; the design of new development (including in the context of the requirements of Local Plan policies and building regulations); future travel patterns and trends; individual energy consumption behaviour; and the extent to which energy supply has been decarbonised over the plan period.</li> <li>There remains some uncertainty regarding future jobs growth which will be dependent on a range of factors including UK and global economic trends.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the</p>	<ul style="list-style-type: none"> <li>Will it minimise the demand for raw materials?</li> <li>Will it promote the use of local resources?</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The construction of employment premises will require raw materials (such as aggregates, steels and timber), although the volume of materials required is not expected to be significant (in a</p>

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IIA Objective	Guide Questions	Score	Commentary
sustainable use of natural resources.	<ul style="list-style-type: none"> <li>• Will it reduce minerals extracted and imported?</li> <li>• Will it increase efficiency in the use of raw materials and promote recycling?</li> <li>• Will it avoid sterilising minerals extraction sites identified by the Essex Minerals Local Plan?</li> <li>• Will it reduce waste arisings?</li> <li>• Will it increase the reuse and recycling of waste?</li> <li>• Will it support investment in waste management facilities to meet local needs?</li> <li>• Will it support the objectives and proposals of the Essex Minerals Local Plan?</li> </ul>		<p>regional or national context). Further, it is anticipated that there would be opportunities to utilise recycled and sustainably sourced construction materials as part of new developments.</p> <p>Depending on the nature of the employment use, raw materials may also be required during the operational phase, although the volume and type of resources required would be dependent on the type and scale of use.</p> <p>Commercial development will generate construction waste, although it is anticipated that a proportion of this waste would be reused/recycled. Once premises are occupied, there would also be an increase in commercial waste arisings although again, it is anticipated that a proportion of this waste would be reused or recycled.</p> <p>Overall, the employment requirement has been assessed as having a negative effect upon this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• It is assumed that the emerging replacement Essex Waste Local Plan will make provision to accommodate additional waste associated with growth in the City Area.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The exact scale of waste will be dependent on a number of factors including: the design of new development; waste collection and disposal regimes; and individual behaviour with regard to recycling and reuse.</li> <li>• The exact scale of resource use will be dependent on the final scale and type of uses that come forward.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>• Will it help to conserve and enhance existing features of the historic environment and their settings, including archaeological assets?</li> <li>• Will it tackle heritage assets identified as being 'at risk'?</li> <li>• Will it promote sustainable repair and reuse of heritage assets?</li> <li>• Will it protect or enhance the significance of designated heritage assets?</li> <li>• Will it protect or enhance the significance of non-designated heritage assets?</li> <li>• Will it promote local cultural distinctiveness?</li> <li>• Will it help to conserve historic buildings, places and spaces that</li> </ul>	+/-/?	<p><b>Likely Significant Effects</b></p> <p>Chelmsford's cultural heritage is a key feature of the local authority area, as indicated by the National Heritage List for England which includes 1,012 listed buildings (including 21 Grade I, 43 Grade II* and 948 Grade II),, 19 scheduled monuments, 25 conservation areas and 6 registered parks and gardens within the Chelmsford City Area. Employment development has the potential to adversely affect these assets as well as other non-designated assets that contribute to the character of the City Area.</p> <p>Adverse effects on these historic and cultural assets may be felt during construction and also in the longer term once development has been completed. Effects may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development.</p> <p>New employment development could have a positive effect on this objective for example, where it supports heritage-led development.</p>

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IIA Objective	Guide Questions	Score	Commentary
	<p>enhance local distinctiveness, character and appearance through sensitive adaptation and re-use?</p> <ul style="list-style-type: none"> <li>• Will it improve and promote access to buildings and landscapes of historic/cultural value?</li> <li>• Will it recognise, conserve and enhance the inter-relationship between the historic and natural environment?</li> </ul>		<p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although the magnitude of effect will be dependent in part on the location of new development.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.</li> </ul>
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	<ul style="list-style-type: none"> <li>• Will it conserve and enhance landscape character and townscapes?</li> <li>• Will it promote high quality design in context with its urban and rural landscape?</li> <li>• Will it avoid inappropriate development in the Green Belt and ensure the Green Belt endures?</li> <li>• Will it help to conserve and enhance the character of the undeveloped coastline?</li> <li>• Will it avoid inappropriate erosion to the Green Wedge?</li> </ul>	<p>+/-?</p>	<p><b>Likely Significant Effects</b></p> <p>There are no national landscape designations affecting the Chelmsford City Area. However, employment development is likely to result in adverse effects on landscape character. Effects may be felt during construction and once development is complete, although the likelihood of adverse effects occurring and their magnitude will be dependent on the scale, density and location of new development in the context of the landscape sensitivity of the receiving environment.</p> <p>The baseline analysis presented in Section 3 highlights that the built form and scale of the City Centre is a product of historic evolution. It notes that the City Centre has areas of distinct built character based on history, townscapes and use, all requiring the reinforcement of their sense of place. With regard to South Woodham Ferrers, meanwhile, the analysis highlights the unique character of the town. Employment development has the potential to adversely affect the character of these areas during construction and once development is complete. However, there may also be potential for new development to enhance the quality of the built environment and to improve townscapes, particularly where brownfield sites are redeveloped (although as noted previously, there are only a limited number of brownfield sites that have not already been earmarked for future development in the City Area).</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although the magnitude of effect will be dependent in part on the location and design of new development.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The exact location of future development, the quality of the receiving landscapes and the proximity of sensitive receptors.</li> </ul>

PROPOSED SPATIAL STRATEGY

IIA Objective	Guide Questions	Score	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	<ul style="list-style-type: none"> <li>• Will it conserve and enhance international designated nature conservation sites (Special Areas of Conservation, Special Protection Areas and Ramsars)?</li> <li>• Will it conserve and enhance nationally designated nature conservation sites such as Sites of Special Scientific Interest?</li> <li>• Will it conserve and enhance Local Nature Reserves, Local Wildlife Sites and Ancient Woodland?</li> <li>• Will it avoid damage to, and protect, geologically important sites?</li> <li>• Will it conserve and enhance species diversity, and in particular avoid harm to indigenous species of principal importance, or priority species and habitats?</li> <li>• Will it provide opportunities for new habitat creation or restoration and link existing habitats as part of the development process?</li> <li>• Will it enhance ecological connectivity and maintain and improve the green infrastructure network, providing green spaces</li> </ul>	<p>+/-/?</p>	<p><b>Likely Significant Effects</b></p> <p>The Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Special Protection Area (SPA), Ramsar and Site of Special Scientific Interest (SSSI) and the Essex Estuaries Special Area of Conservation (SAC) extend around three sides of South Woodham Ferrers. There are also a number of SSSIs to the east and west of the Chelmsford Urban Area (including Newney Green Pit to the west and Blake’s Wood &amp; Lingwood Common, Woodham Walter Common and Danbury Common to the east) and to the south of Great Leighs (the River Ter SSSI). In addition to these European and nationally designated sites, there are a number of Local Nature Reserves (LNRs), Essex Wildlife Trust Nature Reserves and Wildlife Sites within and adjacent to the settlements including a Wildlife Site to the north of South Woodham Ferrers. Whilst it is assumed that new development would not be located on land designated for nature conservation (or where sites include such designations, appropriate mitigation is implemented), there is the potential for indirect adverse effects on these sites (for example, due to disturbance arising from increased recreational activity, emissions to air, impacts on water quality and wild bird and mammal loss from cat predation). In this regard, the HRA of the Local Plan Preferred Options highlights that those European sites that are associated with the Mid-Essex coast estuaries (i.e. Crouch and Roach Estuaries SPA / Ramsar; Blackwater Estuary SPA / Ramsar; Foulness SPA / Ramsar; Dengie SPA / Ramsar; and the associated areas of the Essex Estuaries SAC) plus the Thames Estuary and Marshes SPA / Ramsar and Benfleet and Southend Marshes SPA / Ramsar are potentially vulnerable to regional ‘in combination’ effects due to visitor pressure, to which the Local Plan will contribute. The HRA also identifies that growth has the potential to contribute to ‘in combination’ air quality effects on sensitive sites (principally Epping Forest SAC). However, further assessment through the HRA has demonstrated that the ‘in combination’ contribution of the Local Plan is likely to be too small to be ‘significant’.</p> <p>The Spatial Strategy would support the redevelopment of brownfield sites, particularly in the Chelmsford Urban Area. It is recognised that in some cases brownfield land can have significant biodiversity value although it is considered that, on balance, development of brownfield sites will help minimise the risk of both direct (e.g. the loss of habitat) and indirect (e.g. noise and emissions) impacts on habitats and species. Notwithstanding the above, development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area means that greenfield land adjacent to the urban areas of Chelmsford (including East of Great Baddow / North of Sandon, West Chelmsford and North of Broomfield) and South Woodham Ferrers and at, North East Chelmsford, East Chelmsford, Great Leighs, Ford End, East Hanningfield, Danbury, Bicknacre, Writtle and Galleywood will be required (it is also noted that new development in other locations to meet local needs and which is in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated through relevant Neighbourhood Plans where appropriate</p>

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IIA Objective	Guide Questions	Score	Commentary
	<p>that are well connected and biodiversity rich?</p> <ul style="list-style-type: none"> <li>Will it provide opportunities for people to access the natural environment including green and blue infrastructure?</li> </ul>		<p>and justified). Allied with the potential construction of a Chelmsford North-East By-pass as well as other infrastructure, this will have a negative effect in relation to this objective (e.g. due to the direct loss of habitat or adverse impacts such as noise and emissions associated with the construction and operation of new development). The magnitude of any negative effects in this regard will be dependent on the existing biodiversity value of sites.</p> <p>The maintenance of the existing Green Wedge within the City Area allied with the delivery of sustainable urban extensions, could help to both minimise adverse effects on biodiversity associated with new development and deliver enhancements by extending the City Area’s green infrastructure network.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective. However, due to the potential for adverse effects on designated sites and the expected scale of greenfield land required to support growth, the magnitude of negative effect on this objective is uncertain. This is considered further in the appraisal of cumulative effects in the IIA Report and HRA.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that new development would not be located on land designated for nature conservation (or where new development includes such designations, appropriate mitigation will be implemented to ensure no direct effects).</li> <li>It is assumed that, on balance, the biodiversity value of brownfield sites is less than that of greenfield land.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The exact biodiversity value of sites is unknown.</li> </ul>
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	<ul style="list-style-type: none"> <li>Will it meet the City’s objectively assessed housing need, providing a range of housing types to meet current and emerging need for market and affordable housing?</li> <li>Will it reduce the level of homelessness?</li> <li>Will it help to ensure the provision of good quality, well designed homes?</li> <li>Will it deliver pitches required for Gypsies and Travellers and Travelling Showpeople?</li> </ul>	<p align="center"><b>++/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>The Spatial Strategy would deliver the majority of the City Area’s new housing allocations in and adjacent to the Chelmsford Urban Area (including East of Great Baddow / North of Sandon, West Chelmsford and North of Broomfield) with smaller scale provision adjacent to South Woodham Ferrers and key service settlements including (inter alia) Great Leighs, Bicknacre and East Hanningfield. This would help to meet housing needs in these settlements.</p> <p>Whilst there is the potential that housing needs in other settlements will not be met under the Spatial Strategy, it is noted that new development to meet local needs and which is in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated through relevant Neighbourhood Plans where appropriate and justified. Opportunities for small-scale rural exception sites providing affordable homes to meet identified local needs will also be supported.</p> <p>Overall, the Spatial Strategy has been assessed as having a significant positive effect on this objective.</p>

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IIA Objective	Guide Questions	Score	Commentary
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which new housing development meets local needs will be dependent on the mix of housing delivered (in terms of size, type and tenure).</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	<ul style="list-style-type: none"> <li>Will it provide a flexible supply of high quality employment land to meet the needs of existing businesses and attract inward investment?</li> <li>Will it maintain and enhance economic competitiveness?</li> <li>Will it strengthen the convenience shopping role in Chelmsford City Centre and ensure that the neighbourhood and local centres continue to perform a strong convenience goods role which serves local needs?</li> <li>Will it support the growth of new sectors including those linked to the Anglia Ruskin University?</li> <li>Will it help to diversify the local economy?</li> <li>Will it provide good quality, well paid employment opportunities that meet the needs of local people?</li> <li>Will it improve the physical accessibility of jobs?</li> <li>Will it support rural diversification and economic development?</li> </ul>	<p><b>++/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>The Spatial Strategy would focus employment growth within the Chelmsford Urban Area as well as at strategic employment sites adjacent to the north east, east and south of the Urban Area and to the north of South Woodham Ferrers.</p> <p>Focusing employment growth within and on the edge of/in close proximity to the Chelmsford Urban Area and South Woodham Ferrers is expected to help ensure that the new employment opportunities created by employment development, as well as existing opportunities in the City Centre, town and London, are physically accessible to existing and prospective residents (although the extent to which job creation is locally significant will depend on the type of jobs created in the context of the local labour market and the recruitment policies of prospective employers). This reflects the existing transport links in these settlements and the size of the resident populations. The accessibility of these locations may be further enhanced through the provision of supporting infrastructure including a proposed new Chelmsford North-East By-pass and highways improvements as well as by existing planned infrastructure including a new rail station to the north east of Chelmsford as part of the Beaulieu development.</p> <p>Under the Spatial Strategy, employment development would be principally provided as part of larger mixed use schemes which would be expected to help ensure that the opportunities created are easily accessible to prospective residents.</p> <p>Development to the north east of Chelmsford has the potential to complement the Beaulieu and Channels development by providing employment opportunities for residents or by enabling prospective residents to access jobs created at this urban extension (which includes areas of search for one business park location to accommodate 40,000 sq m).</p> <p>Employment land provision, residential development and the delivery of supporting infrastructure within and adjacent to the Chelmsford Urban Area should ensure that the City continues to be a major driver of growth within the Heart of Essex sub-region.</p> <p>The Spatial Strategy defines Special Policy Areas within and around existing facilities and institutions to enable their operational and functional requirements to be planned in a strategic and phased manner. These Areas include: Chelmsford Racecourse, which is being developed as a major new racecourse and equestrian centre with supporting entertainment facilities; Broomfield Hospital, the largest employer in the Council's area; ARU Writtle, a long-established and nationally-recognised land-based technologies institution; Sandford Mill, a former water treatment works with the potential for mixed-use development incorporating a range of leisure development in conjunction with usage of the Chelmer and Blackwater Navigation; and RHS</p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it promote a low carbon economy?</li> <li>Will it reduce out-commuting?</li> <li>Will it improve access to training to raise employment potential?</li> <li>Will it promote investment in educational establishments?</li> </ul>		<p>Gardens at Hyde Hall, a nationally-important landscape scale gardens and a key visitor attraction. This policy provision is expected to support the continued growth and expansion of these institutions/areas, generating economic benefits such as the provision of jobs, education and training and tourism development.</p> <p>Overall, the Spatial Strategy has been assessed as having a significant positive effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	<ul style="list-style-type: none"> <li>Will it support and enhance the City of Chelmsford by attracting new commercial investment and reinforcing the City's attractiveness?</li> <li>Will it encourage more people to live in urban areas?</li> <li>Will it enhance the public realm?</li> <li>Will it enhance the viability and vitality of South Woodham Ferrers town centre and principal and local neighbourhood centres?</li> <li>Will it tackle deprivation in the most deprived areas, promote social inclusion and mobility and reduce inequalities in access to education, employment and services?</li> <li>Will it support rural areas by providing jobs, facilities and housing to meet needs?</li> </ul>	<p>++/-</p>	<p><b>Likely Significant Effects</b></p> <p>Focusing the majority of new residential and employment development in and adjacent to the Chelmsford Urban Area, to the north of South Woodham Ferrers and at key service and service settlements should ensure that prospective residents and workers have good access to key services and facilities by virtue of the wide range of services and facilities these settlements provide and their good transport links. Development to the north east of Chelmsford also has the potential to complement the Beaulieu and Channels development by providing community facilities and services for residents or by enabling prospective residents to access facilities in this urban extension.</p> <p>There is a risk that growth could place pressure on existing community facilities and services within host settlements. However, the preferred Spatial Strategy may also improve the viability of existing shops, services and facilities, commensurate with an increased local population. Additionally, there would be the delivery of a range of community facilities and services, alongside retail provision, at the key growth locations. This would be expected to help address increased demand arising from new development and could also benefit existing residents.</p> <p>There are pockets of deprivation across the Chelmsford City Area with some lower super output areas (LSOAs) being within the most deprived in the country. These LSOAs are predominantly focused within the Chelmsford Urban Area and include the wards of Marconi, Patching Hall and St Andrews. By focusing development within and adjacent to the Chelmsford Urban Area, the Spatial Strategy will help to promote the regeneration of brownfield sites, urban renaissance and address deprivation in these wards, although this will be dependent on the exact location of development and the extent to which it supports wider regeneration initiatives and meets local needs.</p> <p>More broadly, it is anticipated that, in directing growth and investment towards/adjacent to urban areas, the Spatial Strategy will enhance the City Centre (including the public realm) and the vitality and viability of South Woodham Ferrers town centre. However, there is the potential for</p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>• Will it maintain and enhance community facilities and services?</li> <li>• Will it increase access to schools and colleges?</li> <li>• Will it enhance accessibility to key community facilities and services?</li> <li>• Will it align investment in services, facilities and infrastructure with growth?</li> <li>• Will it contribute to regeneration initiatives?</li> <li>• Will it foster social cohesion?</li> </ul>		<p>the Spatial Strategy to result in a lack of investment in other settlements including service settlements, although it is noted that beyond the main settlements, the Council will support diversification of the rural economy.</p> <p>As noted above, preferred Spatial Strategy defines Special Policy Areas within and around existing facilities and institutions. These Areas include Broomfield Hospital and ARU Writtle . This is expected to support the continued growth and expansion of these institutions, generating benefits in terms of continued access to services and facilities.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed significant positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	<ul style="list-style-type: none"> <li>• Will it avoid locating development where environmental circumstances could negatively impact on people's health?</li> <li>• Will it maintain and improve access to green infrastructure, open space, leisure and recreational facilities?</li> <li>• Will it maintain and enhance Public Rights of Way and Bridleways?</li> <li>• Will it promote healthier lifestyles?</li> <li>• Will it meet the needs of an ageing population?</li> <li>• Will it support those with disabilities?</li> <li>• Will it support the needs of young people?</li> </ul>	<p align="center">++/-</p>	<p><b>Likely Significant Effects</b></p> <p>There is potential for the construction of new development to have a negative effect on the health and wellbeing of residents and other sensitive receptors in close proximity to development sites and along transport routes within the City Area. Effects could include, for example, respiratory problems associated with construction traffic and dust. This may be more pertinent in sensitive areas with pre-existing health issues.</p> <p>In the longer term, there may be further adverse effects on health arising from, in particular, emissions to air associated with increased traffic movements. In this context, the baseline analysis presented in Section 3 of the IIA Report highlights that the main source of air pollution in Chelmsford is road traffic emissions from major roads.</p> <p>Focusing the majority of new residential and employment development in and adjacent to the Chelmsford Urban Area and to the north of South Woodham Ferrers, promoting mixed used schemes are together likely to reduce the need to travel by car and encourage walking/cycling as services and employment opportunities would be more physically accessible. Allied with proposed improvements to highway circulation, public transport and walking and cycling (including through the Green Wedge), this is expected to generate a positive effect in relation to the promotion of healthy lifestyles and could help to reduce emissions to air associated with car use.</p> <p>The Chelmsford Open Space Study (2016) has found deficiencies in open space provision including in respect of amenity greenspace, parks and recreation grounds and play space, particularly within the urban areas. New open space and recreational facilities would be delivered alongside residential development as part of the proposed urban extensions. Together with the protection of the existing Green Wedge, this could help to address these</p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it maintain and enhance healthcare facilities and services?</li> <li>Will it align investment in healthcare facilities and services with growth to ensure that there is capacity to meet local needs?</li> <li>Will it encourage sustainable food production to reduce food miles, such as community gardens or allotments?</li> <li>Will it improve access to healthcare facilities and services?</li> <li>Will it promote community safety?</li> <li>Will it reduce actual levels of crime and anti-social behaviour?</li> <li>Will it reduce the fear of crime?</li> <li>Will it promote design that discourages crime?</li> </ul>		<p>deficiencies and provide new opportunities, supporting the health and wellbeing of existing and prospective residents.</p> <p>The concentration of residential development within and adjacent to urban areas should help to ensure that prospective residents have easy access to health care facilities (by virtue of the close proximity of new development to these facilities or through public transport connections). There is a risk that demand arising from new residents may undermine the quality of existing services and facilities. The Spatial Strategy would be expected to deliver additional investment in primary healthcare facilities including the provision of new facilities as part of the proposed larger urban extensions.</p> <p>As noted above, the Spatial Strategy defines Special Policy Areas within and around existing facilities and institutions. These Areas include Broomfield Hospital which is expected to support the continued growth and expansion of the hospital to meet future demand.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed significant positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	<ul style="list-style-type: none"> <li>Will it reduce travel demand and the distance people travel for jobs, employment, leisure and services and facilities?</li> <li>Will it reduce out-commuting?</li> <li>Will it encourage a shift to more sustainable modes of transport?</li> <li>Will it encourage walking, cycling and the use of public transport?</li> <li>Will it help to reduce traffic congestion and improve road safety?</li> <li>Will it deliver investment in transportation infrastructure that</li> </ul>	<p align="center">++/-</p>	<p><b>Likely Significant Effects</b></p> <p>The concentration of new residential and employment development in and adjacent to urban areas, the promotion of mixed use sustainable urban extensions and the delivery of strategic improvements to the walking/cycling network (including through the Green Wedge) are all likely to reduce the need to travel by car and encourage walking/cycling (as services and employment opportunities would be physically accessible). New development should also be well connected to the existing public transport network (including existing planned infrastructure such as the new rail station and transport hub to the north east of Chelmsford as part of the Beaulieu development). Development may also help to maintain existing, and stimulate investment in, new public transport provision. In this regard, it is noted that the Spatial Strategy includes two park and ride schemes (one located to the south west of Chelmsford around the A414 and the other located to the north east of Chelmsford around the A12 and A138). The delivery of local employment opportunities may also help to reduce out-commuting in the longer term.</p> <p>The Spatial Strategy would direct a proportion of the City Area’s housing requirement to the key service settlements which could result in increased car use given the existing size of the settlements and the more limited range of services and jobs they provide. However, new</p>

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IIA Objective	Guide Questions	Score	Commentary
	<p>supports growth in the Chelmsford City Area?</p> <ul style="list-style-type: none"> <li>• Will it locate new development in locations that support and make best use of committed investment in strategic infrastructure?</li> <li>• Will it support the expansion, or provision of additional, park and ride facilities?</li> <li>• Will it enhance Chelmsford's role as a key transport node?</li> <li>• Will it reduce the level of freight movement by road?</li> </ul>		<p>development does present an opportunity to enhance the sustainability of these settlements by supporting investment in community facilities and services.</p> <p>The baseline analysis presented in Section 3 of the IIA Report highlights that one of the City Area's strengths is its good connectivity to London. However, the high levels of both in and out-commuting experienced by the City Area is also an issue. Under the Spatial Strategy, an increase in population and households within the Chelmsford Urban Area in particular will generate more transport movements. Based on current trends, these movements are expected to be by car with a continuation of (net) out-commuting but substantial in-commuting. This could result in increased pressure on the road network, with congestion on the A12, A130 and A414 (a number of junctions on the strategic highway network have capacity constraints and pinch points) and on local road networks.</p> <p>The Spatial Strategy could deliver a number of highways improvements including at the Army and Navy Junction and to the A132. Additionally, growth could facilitate the delivery of a Chelmsford North-East By-pass and other highways infrastructure improvements which would help to enhance connectivity to the strategic road network and alleviate congestion.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed significant positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	<ul style="list-style-type: none"> <li>• Will it promote the use of previously developed (brownfield) land and minimise the loss of greenfield land?</li> <li>• Will it avoid the loss of agricultural land including best and most versatile land?</li> <li>• Will it reduce the amount of derelict, degraded and underused land?</li> <li>• Will it encourage the reuse of existing buildings and infrastructure?</li> </ul>	<p align="center">+/-</p>	<p><b>Likely Significant Effects</b></p> <p>Development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the City Area mean that greenfield land adjacent to the urban areas of Chelmsford (including East of Great Baddow / North of Sandon, West of Chelmsford, and North of Broomfield) and South Woodham Ferrers and at Great Leighs, Danbury, Bicknacre, Ford End and East Hanningfield would be required to deliver approximately 80% of new development (greenfield/mixed greenfield and brownfield sites). This will lead to a loss of approximately 853 hectares (ha) of Grade 3 agricultural land and approximately 246ha of Grade 2 land which equates to around 2.4% of the total Grade 2 and around 4.2% of the total Grade 3 land in the City Area. Allied with the potential construction of a Chelmsford North-East By-pass (as well as other infrastructure), the area of greenfield land required over the plan period is expected to be significant.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and significant negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it prevent land contamination and facilitate remediation of contaminated sites?</li> </ul>		<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	<ul style="list-style-type: none"> <li>Will it result in a reduction of run-off of pollutants to nearby water courses that lead to a deterioration of existing status and/or failure to achieve the objective of good status under the Water Framework Directive?</li> <li>Will it improve ground and surface water quality?</li> <li>Will it reduce water consumption and encourage water efficiency?</li> <li>Will it ensure that new water/wastewater management infrastructure is delivered in a timely manner to support new development?</li> </ul>	<p><b>+/-</b></p>	<p><b>Likely Significant Effects</b></p> <p>The Water Cycle Study (2024) identifies some constraints with respect to water service infrastructure and the water environment to deliver development, likely to require that strategic water resource options and wastewater solutions are developed in advance of development coming forward. The draft Essex and Suffolk Water Resource Management Plan 2024 identifies that without further investment in things like expanding reservoirs and other sources of water, that demand for water will begin to outpace supply in the future (2030+). This is also due to changes in the rules governing how much water, water companies can take from existing sources that will come into force after 2030.</p> <p>As noted above, the Spatial Strategy defines Special Policy Areas within and around existing facilities and institutions. These Areas include Hanningfield Reservoir Treatment Works which is a major site containing water treatment facilities. Through this policy provision, the preferred Spatial Strategy is therefore expected to help ensure that there will be long-term provision of water supplies.</p> <p>Depending on the exact location of new development, the proximity to waterbodies and the prevailing quality of the waterbody, there is potential for adverse effects on water quality associated with construction activities (through, for example, accidental discharges or uncontrolled surface water runoff from construction sites). Given the confluence of rivers within Chelmsford it could be considered that development will be within close proximity of a waterbody however, the Green Wedge within the City Area are defined by the valleys and flood plains for the Rivers Chelmer, Wid and Can which should reduce the likelihood of significant adverse effects in this regard. Further, it is assumed that the design of new development will include sustainable urban drainage systems (SuDS) to ensure that all subsequent rainfall will infiltrate surfaces rather than exacerbate any downstream flood risks (which also have temporary effects on water quality).</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>New development will increase water resource use within the City Area in both the short term during construction and in the longer term once development is complete. This has been considered as part of the appraisal of the preferred growth options.</li> <li>It is assumed that the Council will liaise with Essex and Suffolk Water with regard to infrastructure requirements for future development.</li> </ul>

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IIA Objective	Guide Questions	Score	Commentary
			<ul style="list-style-type: none"> <li>Measures contained in the Essex and Suffolk Water Draft Water Resources Management Plan would be expected to help ensure that future water resource demands are met.</li> <li>There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	<ul style="list-style-type: none"> <li>Will it help to minimise the risk of flooding to existing and new developments/infrastructure?</li> <li>Will it manage effectively, and reduce the likelihood of, flash flooding, taking into account the capacity of sewerage systems?</li> <li>Will it discourage inappropriate development in areas at risk from flooding and promote the sequential test?</li> <li>Will it ensure that new development does not give rise to flood risk elsewhere?</li> <li>Will it deliver Sustainable Drainage Systems (SUDs) and promote investment in flood defences that reduce vulnerability to flooding?</li> <li>Will it encourage the use of multifunctional areas and landscape design for drainage?</li> <li>Will it help to discourage inappropriate development in areas at risk from coastal erosion?</li> </ul>	<p>+/-</p>	<p><b>Likely Significant Effects</b></p> <p>The baseline analysis presented in Section 3 of the IIA Report highlights that flood risk is a potentially significant constraint to future development in the City Area with large parts of the Chelmsford Urban Area in particular being at risk of fluvial flooding. However, given requirements for proposals to be accompanied by a Flood Risk Assessment (FRA) where appropriate, it is considered unlikely that new development would be at significant risk of flooding, although this is dependent on the exact location of development.</p> <p>Large parts of South Woodham Ferrers are at risk of coastal flooding. However, land to the north of the town, and which is identified as an area for growth, is in Flood Zone 1. Flood risk adjacent to the Chelmsford Urban Area is more limited and is unlikely to be a significant constraint to development at urban extensions.</p> <p>Environment Agency flood maps indicate that surface water flooding is a potential constraint within the main urban areas of Chelmsford and South Woodham Ferrers. Some land adjacent to the main urban areas and around Great Leighs are also at risk of surface water flooding. In this context, the loss of greenfield land could lead to an increased risk of flooding off site (as a result of the increase in impermeable surfaces). However, it can be reasonably assumed that new development proposals which may result in an increase in flood risk will be accompanied by an FRA and incorporate suitable flood alleviation measures (thereby minimising the risk of flooding).</p> <p>The City Area’s existing Green Wedge is defined by the valleys and flood plains of the River Chelmer, Wid and Can. Their protection from development could help to ensure that development is not located near to flood zones and provide space for flood waters to flow through and additional areas for future flood storage.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that, where appropriate, development proposals would be accompanied by a FRA and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.</li> <li>The Local Planning Authority will apply a sequential risk-based approach, including the application of the ‘exception test,’ consistent with the NPPF.</li> </ul>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it help to manage and reduce the risks associated with coastal erosion and support the implementation of the Essex and South Suffolk Shoreline Management Plan?</li> </ul>		<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	<ul style="list-style-type: none"> <li>Will it maintain and improve air quality?</li> <li>Will it address air quality issues in the Army and Navy Air Quality Management Area and prevent new designations of Air Quality Management Areas?</li> <li>Will it avoid locating development in areas of existing poor air quality?</li> <li>Will it minimise emissions to air from new development?</li> </ul>	<p><b>+/-/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>There is the potential for the construction and operation of new development to have negative effects on air quality due to emissions generated from plant and HGV movements during construction. In the longer term, once development is complete, the increase in population will in-turn generate additional transport movements and associated emissions to air. In this regard, the baseline analysis presented in Section 3 of the SA Report indicates that the main source of air pollution in Chelmsford is road traffic emissions from major roads, notably the A12, A414, A138, A130 and B1016.</p> <p>As noted above, the HRA identifies that growth supported by the Local Plan Preferred Options has the potential to contribute to 'in combination' air quality effects on sensitive sites (principally Epping Forest SAC). However, further assessment through the HRA has demonstrated that the 'in combination' contribution of the Local Plan is likely to be too small to be 'significant'.</p> <p>As highlighted under the assessment against IIA Objective 6, the concentration of new residential and employment development in and adjacent to urban areas, the promotion of mixed use sustainable urban extensions and the delivery of strategic improvements to the walking/cycling network (including through the Green Wedge) are all likely to reduce the need to travel by car and associated emissions to air. Development may also help to maintain existing, and stimulate investment in, new public transport provision. In this regard, it is noted that the Spatial Strategy includes two park and ride schemes (one located to the south west of Chelmsford around the A414 and the other located to the north east of Chelmsford around the A12 and A138) as well as highways improvements including to the Army and Navy Junction which may help to improve local air quality. The delivery of local employment opportunities may also help to reduce out-commuting in the longer term and associated emissions to air.</p> <p>The Spatial Strategy would direct a proportion of the City Area's housing requirement to the key service settlements. This could result in increased car use given the existing size of the settlements and the more limited range of services and jobs they provide. However, new development does present an opportunity to enhance the sustainability of these settlements by supporting investment in community facilities and services.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p>

**APPENDIX F – APPRAISAL OF DEVELOPMENT REQUIREMENTS AND THE PROPOSED SPATIAL STRATEGY**

IIA Objective	Guide Questions	Score	Commentary
			<ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	<ul style="list-style-type: none"> <li>Will it minimise energy use and reduce or mitigate greenhouse gas emissions?</li> <li>Will it plan or implement adaptation measures for the likely effects of climate change?</li> <li>Will it support the delivery of renewable and low carbon energy and reduce dependency on non-renewable sources?</li> <li>Will it promote sustainable design that minimises greenhouse emissions and is adaptable to the effects of climate change?</li> </ul>	<p><b>+/-</b></p>	<p><b>Likely Significant Effects</b></p> <p>The volume of greenhouse gas emissions associated with the Spatial Strategy are primarily influenced by the quantum of development to be accommodated in the City Area over the plan period and which has been appraised separately. Further, detailed Local Plan policies covering sustainable design as well as the scale of developments brought forward and competing priorities for developer contributions (relating to the viability of incorporating sustainable design techniques) will influence the scale of emissions.</p> <p>Notwithstanding the above, as noted in the assessment against IIA Objective 6, the concentration of new residential and employment development in and adjacent to urban areas, the promotion of mixed use sustainable urban extensions and the delivery of strategic improvements to the walking/cycling network are all likely to reduce the need to travel by car and associated emissions to air including greenhouse gases. Development may also help to maintain existing, and stimulate investment in, new public transport provision. In this regard, it is noted that the Spatial Strategy includes two park and ride schemes (one located to the south west of Chelmsford around the A414 and the other located to the north east of Chelmsford around the A12 and A138). The delivery of local employment opportunities may also help to reduce out-commuting in the longer term.</p> <p>The Spatial Strategy would direct a proportion of the City Area’s housing requirement to key service settlements. This could result in increased car use given the existing size of the settlements and the more limited range of services and jobs they provide. However, new development does present an opportunity to enhance the sustainability of these settlements by supporting investment in community facilities and services.</p> <p>The delivery of urban extensions may present an opportunity to deliver district scale heating systems and which could promote renewable energy generation in the City Area. However, this will be dependent on site specific proposals.</p> <p>Overall, the Spatial Strategy has been assessed as having a positive effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p>

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IIA Objective	Guide Questions	Score	Commentary
			<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	<ul style="list-style-type: none"> <li>Will it minimise the demand for raw materials?</li> <li>Will it promote the use of local resources?</li> <li>Will it reduce minerals extracted and imported?</li> <li>Will it increase efficiency in the use of raw materials and promote recycling?</li> <li>Will it avoid sterilising minerals extraction sites identified by the Essex Minerals Local Plan?</li> <li>Will it reduce waste arisings?</li> <li>Will it increase the reuse and recycling of waste?</li> <li>Will it support investment in waste management facilities to meet local needs?</li> <li>Will it support the objectives and proposals of the Essex Minerals Local Plan?</li> </ul>	~	<p><b>Likely Significant Effects</b></p> <p>New development will result in increased resource use and the generation of waste in both the short term during construction and in the longer term once development is complete. This has been considered as part of the appraisal of development requirements.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Will it help to conserve and enhance existing features of the historic environment and their settings, including archaeological assets?</li> <li>Will it tackle heritage assets identified as being 'at risk'?</li> </ul>	+/-/?	<p><b>Likely Significant Effects</b></p> <p>There are a number of designated cultural heritage assets within and in close proximity to the Chelmsford Urban Area, South Woodham Ferrers, Great Leighs, Hammonds Farm, Great Baddow/Sandon, Bicknacre, East Hanningfield and Danbury. These assets include, for example: scheduled monuments (such as Moulsham Bridge in the City of Chelmsford, a Medieval saltern adjacent to Hawbush Creek in South Woodham Ferrers, Gubbion's Hall moated site in Great Leighs, the Icehouse in Danbury Country Park, Danbury Camp Hill Fort and a Medieval tile kiln in Danbury and Bicknacre Priory in Bicknacre); eight conservation areas within the Chelmsford Urban Area as well as Great Baddow and Sandon Conservation Areas; and a number of listed</p>

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IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>• Will it promote sustainable repair and reuse of heritage assets?</li> <li>• Will it protect or enhance the significance of designated heritage assets?</li> <li>• Will it protect or enhance the significance of non-designated heritage assets?</li> <li>• Will it promote local cultural distinctiveness?</li> <li>• Will it help to conserve historic buildings, places and spaces that enhance local distinctiveness, character and appearance through sensitive adaptation and re-use?</li> <li>• Will it improve and promote access to buildings and landscapes of historic/cultural value?</li> <li>• Will it recognise, conserve and enhance the inter-relationship between the historic and natural environment?</li> </ul>		<p>buildings and registered parks and gardens. There is the potential for these assets, as well as other non-designated assets that contribute to the character of the settlements and buried assets, to be adversely affected by new development. Adverse effects may be felt during construction and also in the longer term once development has been completed. Effects may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development.</p> <p>Locating new development in close proximity to heritage assets may increase the accessibility of prospective residents to them, generating a positive effect on this objective. There may also be opportunities for heritage-led development which could serve to protect and enhance areas or buildings of historical, archaeological and cultural value and potentially enhance the setting of assets.</p> <p>The implementation of the Spatial Strategy is accompanied by the construction of a Chelmsford North-East By-pass and other infrastructure improvements. Their construction could affect buried archaeological remains and above ground assets along their routes although until the routes are determined this is uncertain.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.</li> </ul>
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	<ul style="list-style-type: none"> <li>• Will it conserve and enhance landscape character and townscapes?</li> <li>• Will it promote high quality design in context with its urban and rural landscape?</li> <li>• Will it avoid inappropriate development in the Green Belt</li> </ul>	<p><b>+/-/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>The baseline analysis presented in Section 3 of the IIA Report highlights that the built form and scale of the City Centre is a product of historic evolution. It notes that the City Centre has areas of distinct built character based on history, townscapes and use, all requiring the reinforcement of their sense of place. With regard to South Woodham Ferrers, meanwhile, the analysis highlights the unique character of the town. Development within and adjacent to the Chelmsford Urban Area and to the north of South Woodham Ferrers has the potential to adversely affect townscape character during construction and once development is complete, although this would be dependent on the scale, height and design of new development. The redevelopment</p>

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IIA Objective	Guide Questions	Score	Commentary
	<p>and ensure the Green Belt endures?</p> <ul style="list-style-type: none"> <li>• Will it help to conserve and enhance the character of the undeveloped coastline?</li> <li>• Will it avoid inappropriate erosion to the Green Wedge?</li> </ul>		<p>of brownfield sites also, however, presents an opportunity to enhance the quality of the built environment and to improve townscapes.</p> <p>As noted above, development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area means that greenfield land will be brought forward for development. Allied with the construction of a Chelmsford North-East By-pass (as well as other infrastructure), the area of greenfield land required over the plan period is therefore expected to be substantial. In consequence, there is the potential for significant negative effects on landscape character and visual amenity. However, the magnitude of adverse effects will be dependent on the exact location, density and design of new development in the context of the landscape sensitivity of the receiving environment. In this regard, it is noted that the Landscape Sensitivity and Capacity Assessment (2017 and 2023 update) indicates that the vast majority of preferred sites are not within areas identified with a high landscape sensitivity or high visual sensitivity. It should also be noted that development would not be within the Green Belt or at locations that would harm the Green Wedge.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

## **Reasons for the Rejection of Alternatives**

### **Housing Requirement**

The Council has considered the following alternatives to the determining housing requirement during the preparation of the Local Plan:

- use identified housing need without 20% additional supply buffer; and
- increase or decrease Traveller pitch requirements.

The reasons for their rejection are as follows. Further details are also contained within the Preferred Options Local Plan Consultation Document.

### **Following Government Guidance to produce an identified housing need and a 20% buffer**

In accordance with Government policy and guidance, the national demographic projections are the starting point for assessing how much housing will be required across an area. Using the most up-to-date ONS 2014-based Sub-National Population Projections covering the period to 2037, the demographic starting point to meet the projected increase in population in Chelmsford is 631 homes per-year. However, this figure is not the Council's objectively assessed housing need and in accordance with Government guidance, other adjustment factors need to be considered.

Since the Standard Method was first published by Government in 2018, the average housing need figure has been 953 homes per annum. To plan to meet only the minimum local housing need figure produced by the Standard Method would not significantly boost the supply of homes and potentially impacts on the Council's ability to meet housing needed by specific groups.

The City Council declared a housing crisis in Chelmsford in February 2022 and levels of homelessness continue to rise. Taking this, and the annual variation into account, the Council proposes a Housing Requirement figure of 1,000 homes per annum for the plan period 2022 – 2041.

The main issues raised in the consultation responses to the Preferred Options Consultation Document are summarised in feedback reports published in February 2023. These state that there was general agreement from many consultees (including neighbouring Local Planning Authorities) for the Council's intention to meet its assessed housing need and an approximate 20% buffer.

The Council's latest SHELAA published in 2023 shows that more than sufficient land is being promoted for development outside of the Green Belt and Green Wedge through the 'call for sites' process to meet the identified development needs for the Local Plan period including the housing requirement set out within the Local Plan. Furthermore, the Local Plan evidence base (e.g. the SHELAA and Landscape Capacity and Sensitivity Assessments) indicates that the housing and employment development sites are suitable, available and achievable.

### **Increase or decrease Traveller pitch requirements**

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In accordance with the National Planning Policy for Traveller Sites (PPTS) the Council in partnership with other Essex Local Authorities undertook a Gypsy and Traveller Accommodation Assessment in 2023. This identified those Gypsies, Travellers and Travelling Showpeople which should be planned for in accordance with the PPTS, and those which should otherwise have their specific cultural needs of living accommodation met in accordance with the Equalities Act 2010, the Children’s and Families Act 2014 and the Human Rights Act 1998, and where the PPTS does not apply. The Local Plan needs to consider the accommodation needs of all Gypsies, Travellers and Travelling Showpeople. For those Gypsy and Travellers that do not meet the PPTS definition their needs will be considered through the provisions for specialist housing covered by Policy DM1.

The provisional findings of the Gypsy and Traveller Accommodation Assessment that covers the period 2023 to 2041 identifies a requirement for a range of between 36 and 77 permanent Gypsy and Traveller pitches and 24 permanent Travelling Showpeople plots to be developed by 2041 within Chelmsford.

### **Employment and Retail Requirement: Increase or decrease employment and retail floor space requirements**

The economy of Chelmsford is mixed with high numbers of jobs in the retail sector, social and health work sector, professional and scientific sector and the administration support sector. The Essex Sector Development Strategy (2022) identifies growing employment sectors that are set to create new jobs over the next 30 years including construction, clean energy, advanced manufacturing and engineering, digi-tech, life sciences, and health and care, and professional and support sectors.

As part of the Strategic Housing Needs Assessment 2023 and Employment Land Review 2023, an analysis of economic forecasts was undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth. The Employment Land Review and the Retail Capacity Study Update 2023 have also been carried out which set out the amount and types of employment and retail floorspace that will be required within the Local Plan period.

In view of the above, it is considered that an increase or decrease in employment and retail floor space requirements would not be supported by the Local Plan evidence. As such, this approach was rejected by the Council as a reasonable alternative.

### **Spatial Strategy - No Spatial Strategy, rely on NPPF**

In line with the NPPF, the Local Plan Spatial Strategy sets out how development will be accommodated across Chelmsford reflecting the distinctiveness of different parts of the City Area. Without a Spatial Strategy, it will not be clear how the Local Plan will seek to deliver sustainable development to meet local needs through the Plan period.

The Spatial Strategy focuses new development on the higher order settlements and the Key Service and Service Settlements outside of the Green Belt, in accordance with the Settlement Hierarchy, along with new garden communities which are designed for a degree of self-containment. The Settlement Hierarchy ranks settlements according to their size, function, characteristics and sustainability. The largest settlements of South Woodham Ferrers and Chelmsford are at the top of the hierarchy. These are considered the most sustainable as they have the most functions and the best services and facilities including transport links and employment opportunities.

Key Service Settlements provide a range of services and facilities for their residents. These typically include primary school provision, local employment opportunities, convenience shopping facilities and community facilities (which in most cases include primary healthcare provision), good links by public transport to higher order settlements and good access to the strategic road network. These settlements will be the focus for housing provision outside

## APPENDIX F – APPRAISAL OF DEVELOPMENT REQUIREMENTS AND THE PROPOSED SPATIAL STRATEGY

Chelmsford and South Woodham Ferrers with Key Service Settlements planned to receive a higher level of growth due to their higher level of services, facilities and economic activity. Growth in Key Service Settlements aims to increase their self-containment and enhance their service role, reflecting the aspirations of national policy in promoting stronger communities.

Service Settlements have more limited services and facilities, but typically include primary schools, convenience shopping facilities and community facilities making them suitable for a more limited scale of development. Growth in Service Settlements outside the Green Belt will reinforce their role as a provider of services to the local rural area and reflect the aspirations of national policy in promoting stronger communities.

Small Settlements have the least services and facilities and transport links which means they are bottom of the Settlement Hierarchy. These are considered the least sustainable. There may be limited opportunities for small-scale development growth within these areas through affordable housing exception sites, or other development promoted through Neighbourhood Plans. If the Local Plan excludes a Spatial Strategy, it would reduce the weight of the proposed Settlement Hierarchy for guiding future planning decisions and risk new development being directed to less sustainable locations. As such, overall this approach has been rejected by the Council as a reasonable alternative.

### **Spatial Strategy - Pursue alternative Spatial Options**

Five Spatial Approaches were assessed in the Issues and Options Consultation Document and Issues and Options IIA Report, namely: Approach A: Growing Existing Strategy; Approach B: Growth in Urban Areas; Approach C: Wider Strategy; Approach D: Growth Along Transport Corridors; Approach E: New Settlement. **Appendix K** details the assessment of these options, all of which have advantages and disadvantages and are not mutually exclusive in their application.

The main issues raised in the consultation responses to the Issues and Options Consultation Document are summarised in feedback reports published in February 2023. These show both support and opposition to the proposed site allocations. Respondents commented on the types of location, with many focused on one of the five Spatial Approaches – with a mixed reception overall.

- Growth in urban areas is supported as a sustainable approach
- Expanding allocated sites raised concerns about the ability of infrastructure to cope, although is supported for sustainability
- Growth along transport corridors received a mixed response: the A12 should be included, it can provide good access, but it may direct growth away from the city
- Development at larger villages is not supported due to impact on Danbury and South Woodham Ferrers, although sustainability is seen as more important than village size
- Development at smaller villages is not supported due to impact on small community character, access and services, although it could support local vitality
- A new large settlement is generally opposed for a wide number of reasons including landscape, environment, loss of agricultural land, impact on services and roads, lack of flexibility, potential delays in delivery; although limited support shown for a sensitive approach.

The proposed Spatial Strategy is a hybrid of the five spatial options which provides a suitable means of taking forward existing allocations in the Local Plan and meeting additional requirements for housing provision which have been updated and refined in the Local Plan to reflect the evidence base, national policy and consultation responses.

### Development growth in the Green Belt

The Green Belt is a national planning policy designation. The Government attaches great importance to its protection and permanence. Section 13 of the NPPF is dedicated to Green Belt. Paragraph 142 of the NPPF introduces it by stating “*The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence*”. Paragraph 145 of the NPPF goes on to state “*Once established, there is no requirement for Green Belt boundaries to be reviewed or changed when plans are being prepared or updated*”. The Government has continued to re-affirm the protection of the Green Belt in recent Ministerial Statements.

The extent of the Green Belt is already established and the detailed Green Belt boundaries for Chelmsford were confirmed through the Council's Adopted Local Plan 2020. In accordance with the national planning policy outlined above, to vary the Green Belt boundaries would require exceptional circumstances which would need to be clearly evidenced.

There is more than sufficient land being promoted for development outside of the Green Belt through the SHELAA 'call for sites' process to meet the identified development needs for the new Local Plan period and the preferred housing requirement (assessed housing need and a 20% buffer). For the reasons set out above, the Council strongly believes that currently there are no exceptional circumstances that mean that an option for development growth in the Green Belt is not necessary, justified or reasonable at this time. Given the importance that national policy and guidance attaches to the protection and permanence of the Green Belt, there is no case for including locations for development which would undermine these longstanding principles.

In conclusion, new housing and employment growth within the Green Belt has been discounted as sufficient and suitable land is available outside the Green Belt to meet the area's development needs in a sustainable way. It would also undermine the protection of Green Belt by national planning policy. As such, it has been rejected by the Council as a reasonable alternative.

### Development growth in the Green Wedge

The Green Wedge contains land that is important for nature conservation, recreation and access. The valleys and flood plain of the Rivers Chelmer, Wid and Can will continue to be protected as Green Wedge through Chelmsford's Urban Area. The existing Green Wedge has played an important role in shaping the form and character of Chelmsford and providing physical links to the countryside. It also provides an important amenity, recreation and nature conservation resource. In line with a Green Wedge Assessment 2017 and a 2024 technical update, the general extent of the existing Green Wedge will be maintained.

Part of the Green Wedge is covered by Living Landscapes. These are identified by Essex Wildlife Trust across Chelmsford and contain key areas of landscape which are promoted for nature conservation, wildlife habitats, public enjoyment and adaptation to climate change.

It is intended that the crucial role of the main river valleys where they permeate into the existing or proposed urban areas i.e. the Green Wedge, will be protected and enhanced as valued and multi-faceted landscapes for their openness and function as important green networks for wildlife, leisure and recreation, and development which materially harms the role, function, character and appearance of this valued landscape will be restricted.



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The main issues raised in the responses to the Issues and Options Consultation show strong support amongst the general public for the protection of the river valleys by defining the Green Wedge.

In conclusion, new housing and employment growth within the Green Wedge has been discounted as sufficient and suitable land is available outside these designations to meet the area's development needs in a sustainable way. It would also undermine the protection of the valued landscapes by national planning policy. As such, it has been rejected by the Council as a reasonable alternative.



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS, AND REASONABLE ALTERNATIVES**

This appendix presents the assessment of the proposed site allocations associated with each growth area. Summaries of these assessments are presented in Section 4 of the Main Report (Table 4.8, Table 4.9 and Table 4.10). These assessments do not take into account the provisions of the associated site allocation policies contained in Section 7 of the Preferred Options Consultation Document nor the mitigation provided by the other proposed Local Plan policies.

The growth site policies do not repeat the requirements of other development management policies, for example, they do not list the key infrastructure needed to support the delivery of the Local Plan as set out in Strategic Policy S9 – Infrastructure Requirements and Strategic Policy S10 – Securing Infrastructure and Impact mitigation. These and other policies relating to development management provide the framework that the growth policies are intended to act within. Where particularly relevant, certain development management policies have been identified within the appraisal text.

**SITE APPRAISAL CRITERIA**

The following site appraisal criteria and associated thresholds of significance have been used to appraise the proposed site allocations contained in the Local Plan and reasonable alternatives.

IIA Objective	Appraisal Criteria	Threshold	Score
<b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.	Proximity to: -statutory international/national nature conservation designations (SAC, SPA, Ramsar, National Nature Reserve, Ancient Woodland); -local nature conservation designations (Local Nature Reserve, County Wildlife Site)	No designations affecting site.	<b>0</b>
		Within 100m of a locally designated/Within 500m from an international/national site.	-
		Within 100m of a statutory designated site.	--
	Presence of protected species. Presence of BAP habitats and species	Does not contain protected species/BAP priority habitats and species.	<b>0</b>
		Within 100m of protected species/BAP priority habitats and species.	-



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

IIA Objective	Appraisal Criteria	Threshold	Score
	Green infrastructure provision. Enhancement of habitats and species.	Contains protected species/BAP priority habitats and species.	--
		Development would have a positive effect on European or national designated sites, habitats or species / create new habitat or significantly improve existing habitats / significantly enhance the green infrastructure network.	++
		Development would have a positive effect on regional or local designated sites, habitats or species / improve existing habitats / enhance the green infrastructure network.	+
		Development would not affect green infrastructure provision.	0
		Development would adversely affect the green infrastructure network.	-
		Development would have a significant adverse effect on the green infrastructure network.	--
<b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.	Number of (net) new dwellings proposed/loss of dwellings.	100+ dwellings (3ha or more).	++
		1 to 99 dwellings (up to 2.9ha).	+
		0 dwellings.	0
		-1 to -99 dwellings (-2.9ha or more).	-
		-100+ dwellings (-3ha or more).	--
<b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.	Net employment land provision/loss.	1ha+ of land.	++
		0.1ha to 0.99ha of land.	+
		0ha	0
		-01ha to -0.99ha of land.	-
		-1ha+ of land.	--

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IIA Objective	Appraisal Criteria	Threshold	Score	
	Proximity to key employment sites.	Within 2,000m walking distance of a major employment site.	+	
		In excess of 2,000m walking distance of a major employment site.	0	
	Impact on educational establishments.	Development of the site would result in the creation of an educational establishment/support the substantial expansion of an existing establishment.		++
		Development would contribute to the provision of additional educational services/facilities.		+
		Development would not affect educational establishments.		0
		Development would not contribute to the provision of additional educational facilities and would increase pressure on existing educational facilities.		-
		Development would result in the loss of an existing educational establishment/building without replacement provision elsewhere in the Chelmsford City Area.		--
<b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.	Walking distance to key services including: -GP surgeries -Primary schools -Secondary schools -Post Offices -Supermarkets (including local stores) Proximity to town centres. Accessibility by public transport.	Within 800m walking distance of all services and/or the City Centre/South Woodham Ferrers town centre.	++	
		Within 800m of one or more key services and/or within 2,000m of all services/the City Centre or South Woodham Ferrers town centre and/or within 400m of public transport.	+	
		Within 2,000m of a key service.	0	
		In excess of 2,000m from all services/public transport/the City Centre or South Woodham Ferrers town centre.	-	
		Development would provide key services and facilities on site.	++	
	Provision/loss of community facilities and services.	Development would contribute to the provision of additional services and facilities.	+	
		Development would not provide or result in the loss of key services and facilities.	0	
		Development would not contribute to the provision of additional services and facilities and would increase pressure on existing services and facilities.	-	



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

IIA Objective	Appraisal Criteria	Threshold	Score
		Development would result in the loss of key services and facilities without their replacement elsewhere within the Chelmsford City Area.	--
<b>5. Health and Wellbeing:</b> To improve the health and wellbeing being of those living and working in the Chelmsford City Area.	Access to: -GP surgeries -open space (including sports and recreational facilities)	Within 800m walking distance of a GP surgery and open space.	++
		Within 800m of a GP surgery or open space.	+
		Within 2,000m of a GP surgery or open space.	0
		In excess of 2,000m from a GP surgery and/or open space.	-
	Provision/loss of open space or health facilities.	Would provide open space and/or health facilities on site.	++
		Development would contribute to the provision of additional open space and/or health facilities.	+
		Would not affect current provision of open space or health facilities.	0
		Development would not contribute to the provision of additional open space and/or health facilities and would increase pressure on existing open space and/or health facilities.	-
		Would result in the loss of open space and/or health facilities without their replacement elsewhere within the District.	--
	Neighbouring uses.	Not located in close proximity to unsuitable neighbouring uses.	0
		Located in close proximity to unsuitable neighbouring uses and which could have an adverse effect on human health.	-
		Located in close proximity to unsuitable neighbouring uses and which could have a significant adverse effect on human health.	--
<b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.	Access to: -bus stops -railway stations -existing or proposed park and ride facility	Within 400m walking distance of all services or within a City, Town or Key Service Settlement.	++
		Within 400m or more of one or more services.	+
		In excess of 400m from all services.	-

**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

IIA Objective	Appraisal Criteria	Threshold	Score
	Impact on highway network.	Sites has good access to the strategic road network (employment uses only).	+
		No impact on highway network.	0
		Potential adverse impact on highway network.	-
		Potential significant adverse impact on highway network.	--
	Infrastructure investment.	Development would support investment in transportation infrastructure and/or services.	++
		Development would not support investment in, or result in the loss of, transportation infrastructure and/or services.	0
		Development would result in the loss of transportation infrastructure and/or services.	--
<b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.	Development of brownfield / greenfield/ mixed land  Development of agricultural land including best and most versatile agricultural land (Agricultural Land Classification (ALC) grades 1, 2 and 3)).	Previously developed (brownfield) land.	++
		Mixed greenfield/brownfield land.	+/-
		Greenfield (not in ALC Grades 1, 2 or 3).	-
		Greenfield (in ALC Grade 1, 2 or 3).	--
	Soil contamination.	Development would result in existing land / soil contamination being remediated.	++
		Development would not affect the contamination of land/soils.	0
		Development could be affected by existing contaminated land.	-
		Development would result in the contamination of land/soils.	--
	Proximity to waterbodies	In excess of 50m of a waterbody.	0



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

IIA Objective	Appraisal Criteria	Threshold	Score
<b>8. Water:</b> To conserve and enhance water quality and resources.		Within 10-50m of a waterbody.	-
		Within 10m of a waterbody.	--
	Requirement for new or upgraded water management infrastructure.	No requirement to upgrade water management infrastructure.	0
		Requirement to upgrade water management infrastructure.	--
<b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.	Presence of Environment Agency Flood Zones.	Within Flood Zone 1.	0
		Within Flood Zone 2.	-
		Within Flood Zone 3a/b.	--
<b>10. Air:</b> To improve air quality.	Proximity to areas identified with air quality issues.	In excess of 500m of an area with air quality issues.	0
		Within 500m of an area with air quality issues.	-
		Adjacent to an area with air quality issues.	--
<b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.	It has not been possible to identify specific site level criteria for this IIA Objective.	N/A	N/A
<b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.	Development in Minerals Safeguarding Areas.	Outside a Minerals Safeguarding Area.	0
		Within a Minerals Safeguarding Areas.	--
<b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.	Effects on designated heritage assets (for example, Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Park and Gardens).	Development would enhance designated heritage assets or their settings.	++
		Development would result in an assets(s) being removed from the At Risk Register.	
		Development would enhance non-designated heritage assets or their settings.	+



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

IIA Objective	Appraisal Criteria	Threshold	Score
	Effects on non-designated heritage assets.	Development would increase access to heritage assets.	
		Development is unlikely to affect heritage assets or their settings.	<b>0</b>
		Development may have an adverse effect on designated heritage assets and/or their settings. Development may affect non-designated sites or their settings.	<b>-</b>
		Development may have a significant adverse effect on a designated heritage assets or their settings	<b>--</b>
<b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.	Effects on landscape/townscape character. Presence of Green Belt. Presence of Green Wedge. Presence of Coastal Protection Belt.	Development offers potential to significantly enhance landscape/townscape character.	<b>++</b>
		Development offers potential to enhance landscape/townscape character.	<b>+</b>
		Development is unlikely to have an effect on landscape/townscape character.	<b>0</b>
		Development may have an adverse effect on landscape/townscape character and/or site is located in a Green Wedge or the Coastal Protection Belt.	<b>-</b>
		Development may have a significant adverse effect on landscape/townscape character and/or site is located in the Green Belt.	<b>--</b>

NB: where more than one symbol/colour is presented in a box it indicates that the appraisal has identified both positive and negative effects. Where a box is coloured but also contains a '?', this indicates uncertainty over whether the effect could be a minor or significant effect although a professional judgement is expressed in the colour used. A conclusion of uncertainty arises where there is insufficient evidence for expert judgement to conclude an effect.



APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

GROWTH AREA 1: CENTRAL AND URBAN CHELMSFORD

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>POLICY GR1 - GROWTH IN CHELMSFORD CITY CENTRE/ URBAN AREA</p> <p>(covering growth sites 1g, 1h, 1i, 1k, 1l, 1m, 1n, 1p, 1q, 1r, 1s, 1t, 1v, 1z, 1aa and 1bb)</p>	0	++	++	++	++	+	0	0	0	+	+	0	++	0
<p><b>Likely Significant Effects</b></p> <p>The policy does not have any specific provision in relation to biodiversity, hence a neutral effect is identified in relation to IIA Objective 1 (Biodiversity).</p> <p>The policy encourages a range of housing, including affordable housing to be provided, hence a significant positive effect has been identified in respect IIA Objective 2 (Housing). The policy requires contributions towards education facilities and integration of workspace and community facilities, which could provide employment. A significant positive effect is therefore identified in relation to IIA Objective 3 (Economy).</p> <p>A significant positive effect is identified in relation to sustainable living and revitalisation (IIA Objective 4) as the policy encourages development within the City Centre and Urban Area.</p> <p>A significant positive effect is anticipated in respect of IIA Objective 5 (Health) as the policy requires financial contributions towards new healthcare facilities and new or enhanced sport and leisure facilities.</p> <p>A minor positive effect is anticipated in relation to IIA Objective 6 (Transport) as the policy encourages access to public transport.</p> <p>A neutral effect is identified in relation to IIA Objectives 7, 8, 9 12 and 14) as the policy does not discuss these issues.</p> <p>A minor positive effect has been identified for Objectives 10 and 11 as the policies emphasis on sustainable transport would be expected to improve air quality and reduce greenhouse gas emissions.</p> <p>Significant positive has been identified for IIA Objective 13 due to the policy's emphasis on the need to protect both designated and non-designated heritage assets and preserve or enhance Conservation Areas.</p> <p><b>Mitigation</b></p> <p>Development Management policies in the Local Plan will apply.</p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
STRATEGIC GROWTH SITE 1a – CHELMER WATERSIDE (Growth Site Policy 1a covering sites CW1a, CW1c, CW1d, CW1e, CW1f)	-/?	++	+/?	++	+	++	++	0	-	-	~	0	+/-/?	+

**Likely Significant Effects**

A number of sites that sit within this policy are adjacent to the Chelmer Valley Riverside and Chelmsford Watermeadows LoWS and the potential for a minor negative effect (with some uncertainty) is consequently identified for IIA Objective 1 (Biodiversity).

A significant positive effect is anticipated in relation to IIA Objective 2 (Housing) given the combined contribution of sites that sit within this policy to housing need (680 homes). CW1b is a site that has already been completed in accordance with this policy and has provided 446 homes against a predicted allocation of 420, which can be considered in addition to the 680 new homes that would be created by sites CW1a, CW1c-CW1f.

The policy encourages and facilitates commercial uses so some employment could be provided as a result of this. Development would be required to make a financial contribution to early years, primary and secondary education. A minor positive effect has therefore been identified (with some uncertainty) against IIA Objective 3 (Economy).

A significant positive effect is anticipated in relation to Objective 4 ‘Sustainable Living and Revitalisation’ (as was the case at individual site level).

A minor positive effect is anticipated in relation to IIA Objective 5 (Health and Wellbeing) on the grounds that the policy includes an allowance for open space (e.g., generous waterside margins, green infrastructure and improved or new facilities for water-based clubs), which could enable increased participation in recreation.

A significant positive effect is anticipated in relation to IIA Objective 6 (Transport) on the grounds that the policy includes improved pedestrian and cycle connections and the site is well located towards the centre of Chelmsford. A car club is also required. The need for improvements to local and strategic road network are identified.

A significant positive effect is anticipated in relation to IIA Objective 7 (Land Use) given the use of previously developed land.

The potential for negative and significant negative effects in relation to water (Objective 8) were identified for individual sites because of their proximity to the river. However, Policy DM18 requires the use of SuDS which should help maintain water quality. Strategic Policy S6 is also relevant in this respect. No significant effects are therefore anticipated.

A residual minor negative effect is anticipated in relation to flood risk. Some sites include areas within Flood Zones 2 and 3 and the potential for significant negative effects was therefore identified for some sites that sit within the policy on that basis. The policy requires natural flood risk and surface water management measures which is expected to help manage this risk.

There is potential for a minor negative effect in relation to IIA Objective 10 (Air Quality) (reflecting the appraisal for individual sites). Whilst the policy for this site does not contain any criteria in relation to air quality, it does encourage alternatives to the car (and car sharing) which could help reduce impacts on air quality. Policy DM30 ‘Contamination and Pollution’ also requires developments to demonstrate that they will not have an unacceptable significant impact on air quality, health and wellbeing.



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>The performance of the policy against IIA Objective 11 (Climate Change) is assessed as 'no relationship' for individual sites. The policy for this site does not contain any specific requirements in relation to climate change adaptation and mitigation and is assessed on the same basis.</p> <p>The performance of the policy against IIA Objective 12 (Waste and Resource Use) is assessed as 'no significant effect' for individual sites. The policy does not contain any requirements in relation to natural resources and is assessed on the same basis.</p> <p>At the individual site level, the potential for significant negative effects was identified in relation to IIA Objective 13 (Cultural Heritage) due to proximity to listed buildings and the fact that the site is within a Conservation Area. Strategic Policy S5 provides the policy context for ensuring that these features are taken into account when the site comes forward for development. In addition, the site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which are uncertain pending the results of the assessment. The policy for the site requires a layout that contributes towards the distinct identity of Chelmer Waterside and encourages use of the waterways and their environs and the provision of public art among other landscape and design requirements. A minor positive effect is therefore anticipated in relation to IIA Objective 14 (Landscape and Townscape).</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
STRATEGIC GROWTH SITE 1b – FORMER ST PETER'S COLLEGE, FOX CRESCENT	-/?	++	++	++	++	++/-	++/-	0	0	0	~	0	0	0
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area. The appraisal against IIA Objective 3 (Economy) has been altered from a mixed minor negative/positive effect to a significant positive effect as the policy requires provision of new education facilities on site and also opportunities for small workspaces. A significant positive effect is also identified in respect of IIA Objective 5 (Health and Wellbeing) as the policy seeks to deliver new open space for community use.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
STRATEGIC GROWTH SITE 1d – RIVERSIDE ICE	-/?	++	+/-/?	++	-	++/-	++	-	-	0	~	0	-	+



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
AND LEISURE LAND, VICTORIA ROAD														
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area. Effects on IIA Objective 8 (Water) and IIA Objective 9 (Flood Risk) are assessed as minor negative rather than significant negative on basis that the policy identifies the need for flood risk mitigation and SuDS.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
STRATEGIC GROWTH SITE 1e – CIVIC CENTRE LAND, FAIRFIELD ROAD	0/?	++	+/-	++	-	++/-	++	0	0	0	~	0	+	+
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area except for Objective 13 (Cultural Heritage) which is assessed as minor negative as the policy identifies the need to protect and enhance locally listed buildings and the West End Conservation Area.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
STRATEGIC GROWTH SITE 1f – EASTWOOD HOUSE CAR PARK, GLEBE ROAD	0/?	++	+/-	++	+	++	++	0	0	0	~	0	+	+
<p><b>Likely Significant Effects</b></p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area except for Objective 13 (Cultural Heritage) which is assessed as minor negative as the policy identifies the need to protect and enhance the West End Conservation Area.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE 1g – CHELMSFORD SOCIAL CLUB, SPRINGFIELD ROAD	-/?	+	+/-	++	+	++/-	++	-	-	-	~	0	0	+
<p><b>Likely Significant Effects</b></p> <p>Effects on IIA Objective 8 (Water) and IIA Objective 9 (Flood Risk) are assessed as minor negative rather than significant negative on basis that the policy identifies the need for flood risk mitigation and SuDS. Effects on objectives 5 (Health) is now a minor positive as the policy seeks to maintain space for recreation. Effects on Objectives 13 (Cultural Heritage) are neutral as the policy seeks to protect the nearby listed buildings.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE 1h – ASHBY HOUSE CAR PARKS, NEW STREET	-/?	+	+/-	++	0	++/-	++	0	0	0	~	0	0	+
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area as the policy does not introduce any significant factors.</p> <p>The policy does acknowledge the need to respect the character of Globe House and Marriages Mill and requires financial contributions to improve Brook Street public realm.</p> <p><b>Mitigation</b></p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.														
GROWTH SITE 1i RECTORY LANE CAR PARK WEST	0/?	+	+/-	++	+	++	++	0	0	0	~	0	0	+
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area. The policy does acknowledge the need to respect the character of King Edward VI School.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE 1k – FORMER CHELMSFORD ELECTRICAL AND CAR WASH, BROOK STREET	0/?	+	+/-/?	++	0	++	++	0	0	0	~	0	0	+
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area. It is, however, noted that the policy requires financial contributions to improve Brook Street public realm and seeks to protect the character of Globe House and Marriages Mill.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
GROWTH SITE 11 – BT TELEPHONE EXCHANGE, COTTAGE PLACE	0/?	+	+/-/?	++	0	++	++	0	0	0	~	0	0	+
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area. It is, however, noted that the policy requires financial contributions to improve Church Street/Cottage Place public realm and protects locally listed buildings.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. GR1 ‘Growth in Chelmsford City Centre/Urban Area.’ DM16 ‘Ecology and Biodiversity’ and Strategic Policy S6 ‘Conserving and Enhancing the Natural Environment’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE 1m RECTORY LANE CAR PARK EAST	0/?	+	+/-	++	+	++	++	0	0	0	~	0	0	+
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area. The policy does acknowledge the need to protect the locally listed Cemetery Gatehouse and Lodge on Rectory Lane</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. GR1 ‘Growth in Chelmsford City Centre/Urban Area.’ DM16 ‘Ecology and Biodiversity’ and Strategic Policy S6 ‘Conserving and Enhancing the Natural Environment’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE 1n – WATERHOUSE LANE DEPOT AND NURSERY	0/?	+	+/-	++	+	++	++	0	0	0	~	0	0	+
<p><b>Likely Significant Effects</b></p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. GR1 ‘Growth in Chelmsford City Centre/Urban Area,’ DM16 ‘Ecology and Biodiversity’ and Strategic Policy S6 ‘Conserving and Enhancing the Natural Environment’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE 1o – CHURCH HALL SITE, WOODHALL ROAD	0/?	+	+/-	+	-	++	-	0	0	0	~	0	0	0
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. GR1 ‘Growth in Chelmsford City Centre/Urban Area,’ DM16 ‘Ecology and Biodiversity’ and Strategic Policy S6 ‘Conserving and Enhancing the Natural Environment’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE 1p – BRITISH LEGION, NEW LONDON ROAD	0/?	+	+/-	++	0	++/-	++	0	0	0	~	0	0	+
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area.</p> <p>The policy acknowledges the need to respect the New London Road Conservation Area, and an adjacent building listed on the Council’s Register of Buildings of Local Value.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. GR1 ‘Growth in Chelmsford City Centre/Urban Area,’ DM16 ‘Ecology and Biodiversity’ and Strategic Policy S6 ‘Conserving and Enhancing the Natural Environment’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
GROWTH SITE 1q – REAR OF 17 TO 37 BEACH'S DRIVE	0/?	+	+/-	+	+	++	++	0	-	0	~	0	0	+
<p><b>Likely Significant Effects</b> The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area.</p> <p><b>Mitigation</b> General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE 1r – GARAGE SITE, ST NAZAIRE ROAD	-/?	+	+/-	++	+	++	++	0	0	0	~	0	0	0
<p><b>Likely Significant Effects</b> The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area.</p> <p><b>Mitigation</b> General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE 1s – GARAGE SITE AND LAND, MEDWAY CLOSE	0/?	+	+/-	+	-	++/-	++/--	-	-	0	~	0	0	-
<p><b>Likely Significant Effects</b> The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area.</p> <p><b>Mitigation</b></p>														



APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.														
GROWTH SITE 1t – CAR PARK R/O BELLAMY COURT, BROOMFIELD ROAD	0/?	+	+/-	++	0	++	++	0	0	0	~	0	-	+
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area.</p> <p>The policy does acknowledge the need to respect the setting of the nearby Listed Building and Conservation Area.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 1v – RAILWAY SIDINGS, BROOK STREET	-/?	0	++	++	+/-	++/?	++	-	-	0	~	0	0	+
<p><b>Likely Significant Effects</b></p> <p>The scoring for this policy is largely unchanged from the scoring for the sites within the associated policy area. The potential for significant negative effects in relation to water (IIA Objective 8) has been identified for this site. However, plan policies require the use of SuDS, which should help maintain water quality and ensure that adverse effects are mitigated.</p> <p>The policy encourages the improvement of pedestrian/cycle links and in consequence, a positive effect has been identified in respect of IIA Objective 6 (Transport).</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														



APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
STRATEGIC GROWTH SITE POLICY 1w - MEADOWS SHOPPING CENTRE AND SURFACE CAR PARK	0/?	++	+/-	++	+	++/-	++	-	-	-	~	0	0	+
<p><b>Likely Significant Effects</b> The scoring for this site is unchanged from the scoring for the associated policy area.</p> <p><b>Mitigation</b> General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
STRATEGIC GROWTH SITE POLICY 1X - FORMER KAY-METZELER PREMISES, BROOK STREET	0/?	++	+/-	++	+	++/-	++	-	-	-	~	0	0	+
<p><b>Likely Significant Effects</b> The scoring for this site is unchanged from the scoring for the associated policy area.</p> <p><b>Mitigation</b> General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
STRATEGIC GROWTH SITE POLICY 1Y - LAND	0/?	+	+/-	++	0	++/-	++	-	-	-	~	0	0	+



## APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
BETWEEN HOFFMANN'S WAY AND BROOK STREET (MARRIAGE'S MILL)														
<p><b>Likely Significant Effects</b> The scoring for this site is unchanged from the scoring for the associated policy area.</p> <p><b>Mitigation</b> General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 1Z - GRANARY CAR PARK, VICTORIA ROAD	0/?	+	+/-	++	0	++/-	++	-	-	-	~	0	0	+
<p><b>Likely Significant Effects</b> The scoring for this site is unchanged from the scoring for the associated policy area.</p> <p><b>Mitigation</b> General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 1aa - COVAL LANE CAR PARK	0/?	+	+/-	++	0	++/-	++	-	-	-	~	0	0	+



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<p><b>Likely Significant Effects</b> The scoring for this site is unchanged from the scoring for the associated policy.</p> <p><b>Mitigation</b> General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 1bb - GLEBE ROAD CAR PARK	0/?	+	+/-	++	0	++/-	++	-	-	-	~	0	0	+
<p><b>Likely Significant Effects</b> The scoring for this site is unchanged from the scoring for the associated policy area.</p> <p><b>Mitigation</b> General policies in the Local Plan (e.g. GR1 'Growth in Chelmsford City Centre/Urban Area,' DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are coSnsidered when the site associated with this policy comes forward for development.</p>														
STRATEGIC GROWTH SITE 2 – WEST CHELMSFORD	0/?	++	+/-	++	++	++	--	-	-	0	~	--	0/?	--
<p><b>Likely Significant Effects</b> This site requires a new neighbourhood centre including retail, circa 2.1 hectares of land for a co-located primary school and early years and childcare nursery. The policy also requires circa 0.13 hectares of land for a stand-alone early years and childcare nursery and contributions towards the cost of physical scheme provision with delivery through the Local Education Authority. The policy also requires a financial contribution to indoor leisure facilities and new pedestrian and cycle links and other green infrastructure and therefore the appraisal of this site against IIA Objective 5 (Health and Wellbeing) has a significant positive effect. These measures are also expected to further enhance positive effects in respect of IIA Objective 4 (Sustainable Living and Revitalisation).</p>														



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<p>The appraisal of this site against IIA Objective 6 (Transport) is a significant positive effect as the policy requires measures to enable travel by sustainable modes and improvements to the local and strategic road network.</p> <p>The potential for significant negative effects in relation to water (IIA Objective 8) and flood risk (IIA Objective 9) has been identified for this site because of its proximity to a water course and presence of Flood Zones 2 and 3. However, plan policies require the use of flood mitigation measures and SUDS which should help maintain water quality and minimise flood risk. No significant effects are therefore anticipated.</p> <p>The site may contain archaeological deposits and as such the policy requires an archaeological evaluation.</p> <p>Whilst the policy requires an appropriate landscaped edge to mitigate the visual impact of the development, in view of the scale of development and loss of greenfield land, effects on landscape and townscape (IIA Objective 14) are still considered to be significant.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 ‘Ecology and Biodiversity’ and Strategic Policy S11 ‘Infrastructure Requirements’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
STRATEGIC GROWTH SITE 3a – EAST CHELMSFORD – MANOR FARM	0/?	++	+/-	+	++	++	--	-	-	0	~	--/?	-/?	-
<p><b>Likely Significant Effects</b></p> <p>This policy requires a new Country Park and in consequence, with a consequent significant positive effect against IIA Objective 5 (Health and Wellbeing).</p> <p>The potential for a significant negative effect in relation to water (IIA Objective 8) has been identified for this site because of its proximity to a water course. However, the policy requires the use of flood mitigation measures and SUDS which should help maintain water quality. No significant effects are therefore anticipated.</p> <p>The Policy identifies the need for a Minerals Resource Assessment and in consequence, the appraisal of the associated site against IIA Objective 12 (Waste and Resource Use) has a significant/uncertain, pending results of the Minerals Resource Assessment.</p> <p>The policy does require a robust northern landscaped edge to the development and green buffering to the Green Wedge and Conservation Area to mitigate visual impact together with design that respects local landscape character and protects views into the site, including the removal of overhead power lines. Whilst this is likely to help minimise landscape and visual effects, in the absence of more detail, the potential for minor negative effects against IIA Objectives 13 (Cultural Heritage) and 14 (Landscape and Townscape) remains. In addition, the site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which are uncertain pending the results of the assessment.</p>														



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Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>The measures included within this policy, including (inter alia) improvements to the local highways network, provision for walking and cycling and sustainable modes of transport and requirement for financial contributions to education and other community facilities, will further enhance the positive effects identified during the appraisal of this site in respect of IIA Objectives 4 (Sustainable Living and Revitalisation) and 6 (Transport).</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
<p>STRATEGIC GROWTH SITE 3b – EAST CHELMSFORD – LAND NORTH OF MALDON ROAD</p> <p>(Employment Site)</p>	0/?	0	++	+	++	++	--	0	0	0	~	--/?	-/?	-
<p><b>Likely Significant Effects</b></p> <p>The appraisal against IIA Objective 6 (Transport) has, however, been identified as a significant positive as the policy requires measures to enable travel by sustainable modes (including the safeguarding of space for the future extension of Sandon Park and Ride) and provision for walking/cycling.</p> <p>Objective 5 (health) has been scored as a significant positive as the policy requires provision of a coherent network of public open space, formal and informal sport, recreation and community space within the site.</p> <p>The policy identifies the need for a Minerals Resource Assessment and in consequence, the appraisal of the associated site against IIA Objective 12 (Waste and Resource Use) is a significant/uncertain, pending the results of this Assessment.</p> <p>The policy does require appropriate landscaping which is likely to help minimise landscape and visual effects. However, in the absence of more detail, the potential for minor negative effects against IIA Objectives 13 (Cultural Heritage) and 14 (Landscape and Townscape) remains. In addition, the site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which are uncertain pending the results of the assessment.</p> <p>The measures included within this policy, including (inter alia) the requirement for financial contributions to education facilities/a new nursery, will further enhance the positive effects identified during the appraisal of this site in respect of IIA Objective 3 (Economy) and II Objective 4 (Sustainable Living and Revitalisation).</p> <p><b>Mitigation</b></p>														



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Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.														
STRATEGIC GROWTH SITE 3c – EAST CHELMSFORD – LAND SOUTH OF MALDON ROAD	0/?	++	+/-	+	++	++	--	0	0	0	~	--/?	-/?	-
<p><b>Likely Significant Effects</b></p> <p>The appraisal against IIA objective 5 (Health and Wellbeing) records a significant positive as the policy requires provision of a coherent network of public open space, formal and informal sport, recreation and community space within the site.</p> <p>The appraisal against IIA Objective 6 (Transport) has a significant positive effect as the policy requires measures to improve the highways network, enable travel by sustainable modes and provide for walking/cycling.</p> <p>The policy identifies the need for a Minerals Resource Assessment and in consequence, the appraisal of the associated site against IIA Objective 12 (Waste and Resource Use) is a significant/uncertain, pending the results of this Assessment.</p> <p>The policy acknowledges the need for the provision of public open space. Consideration is also given to the need to protect historic assets in the area including the WWII pillbox and listed building to the east and the Sandon Conservation Area. Mitigating the visual impact from the existing pylons and substation is also required.</p> <p>Whilst the policy requires that proposals minimise the impact on Croft Wood, the tree belt that lines the site to the north and north west, in the absence of more detail, the potential for minor negative effects against IIA Objectives 13 (Cultural Heritage) and 14 (Landscape and Townscape) remains. In addition, the site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which are uncertain pending the results of the assessment.</p> <p>The requirement for financial contributions to education and early years facilities will further enhance the positive effects identified during the appraisal of this site in respect of IIA Objective 3 (Economy) and IIA Objective 4 (Sustainable Living and Revitalisation).</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE 3d – EAST CHELMSFORD – LAND	0/?	+	+/-	+	+++	++	--	0	0	0	~	--	0/?	-



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Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
NORTH OF MALDON ROAD (RESIDENTIAL)														
<p>The appraisal against IIA objective 5 (Health and Wellbeing), has a significant positive as the policy requires provision of a coherent network of public open space, formal and informal sport, recreation and community space within the site.</p> <p>The appraisal against IIA Objective 6 (Transport) has a significant positive effect as the policy requires measures to improve the highways network, enable travel by sustainable modes and provide for walking/cycling.</p> <p>The site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which on IIA Objective 13 (Cultural Heritage) are uncertain pending the results of the assessment.</p> <p>The effect on IIA Objective 14 (landscape) has a minor negative as the policy seeks to conserve and enhance the Chelmer and Blackwater Conservation Area and retain the WWII pillbox in the northern part of the site and provide interpretation boards.</p> <p>The requirement for financial contributions to education and early years facilities will further enhance the positive effects identified during the appraisal of this site in respect of IIA Objective 3 (Economy) and IIA Objective 4 (Sustainable Living and Revitalisation).</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 4 – LAND NORTH OF GALLEYWOOD RESERVOIR	-	+	+/-	+	+	++	++/-	-	0	0	~	0	0	0
<p><b>Likely Significant Effects</b></p> <p>The potential for significant negative effects in relation to water (IIA Objective 8) has been identified for this site because of its proximity to a water course. However, the policy requires the use of flood mitigation measures and SUDS which should help maintain water quality and minimise flood risk. No significant effects are therefore anticipated.</p> <p><b>Mitigation</b></p>														



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General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.														
GROWTH SITE POLICY 5 - LAND SURROUNDING TELEPHONE EXCHANGE, ONGAR ROAD, WRITTLE	0/?	+	+/-	++	+	++	++/-	0	0	0	~	0	-	+/0
<p><b>Likely Significant Effects</b></p> <p>It is noted that the policy requires that proposals respect surrounding listed buildings and Conservation Area, although until further details are known, negative effect in respect of IIA Objective 13 (Cultural Heritage) remain.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														

**GROWTH AREA 2: NORTH CHELMSFORD**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
STRATEGIC GROWTH SITE POLICY 6 – NORTH EAST CHELMSFORD (CHELMSFORD GARDEN COMMUNITY)	+/-/?	++	++	++	++	++	--	-	0	0	+	--/?	--/?	--

**Likely Significant Effects**

This policy requires a new garden community incorporating a Country Park, Neighbourhood Centres, land for an all-through school (including primary with co-located early years, secondary and potential for a sixth form centre), three further primary schools with co-located early years and childcare nurseries, and two standalone nursery schools with delivery through the Local Education Authority.

It also includes 9ha of dedicated employment land, 10 serviced plots for Travelling Showpeople and a further 10 serviced plots for Gypsy and Travellers. In consequence, the appraisal of the associated site against IIA Objective 4 (Sustainable Living and Revitalisation) has a significant positive effect on IIA Objective 3 are also expected to be further strengthened). As a result of the supporting on-site development, the minor negative effect for the site identified against IIA Objective 5 (Health and Wellbeing) has a significant positive effect. The provision of a Country Park has also been assessed as having a positive effect on biodiversity (IIA Objective 1), although the potential for negative effects remains.

The assessment of the site against IIA Objective 6 (Transport) has a significant positive effect. This reflects the type/scale of required transportation improvements including a single carriageway road (or Phase 1) of the Chelmsford North East Bypass, extension to the Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure, improvements to the highways network and the provision of pedestrian and cycling links and a car club.

The site is predominantly greenfield with a limited area of brownfield associated with the Channels Lodge Bar and Brasserie. As such, the site has been assessed as a significant negative against IIA Objective 7.

The potential for a significant negative effect in relation to water (IIA Objective 8) has been identified for this site because of proximity to a water course. However, the policy requires the use of flood mitigation measures which should help maintain water quality. No significant effects are therefore anticipated.

The policy states that renewable, low carbon and decentralised energy schemes will be encouraged on site alongside the proposed sustainable transport improvements, As a result, the score for IIA Objective 11 (Climate Change) has a minor positive effect.

The policy identifies the need for a Minerals Resource Assessment and in consequence, the appraisal of the associated site against IIA Objective 12 (Waste and Resource Use) is a significant/uncertain. It should be noted that there may be an opportunity to utilise sand and gravel within the former site as part of the development.



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Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>The policy includes a requirement for development to be planned around a coherent framework of routes, blocks and spaces that deliver areas of distinct character, it is considered that the potential for significant negative effects on IIA Objective 13 (Cultural Heritage) and IIA Objective 14 (Landscape and Townscape) remain. In addition, the site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which are uncertain pending the results of the assessment.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</li> <li>Supporting text to the policy could make reference to the opportunity to utilise sand and gravel within the former site as part of the development.</li> </ul>														
STRATEGIC GROWTH SITE POLICY 7a – GREAT LEIGHS – LAND AT MOUSLSHAM HALL	-/?	++	++	++	++	++	++/--	-	0	0	~	--/?	--/?	--
<p><b>Likely Significant Effects</b></p> <p>The policy includes requirements for the provision of a neighbourhood centre, a new primary school and employment space on site.</p> <p>This site has been assessed as having a significant negative effect on biodiversity (IIA Objective 1) due to the presence of nature conservation sites within/in close proximity to the site boundary including River Ter SSSI. This policy requires the creation of a network of green infrastructure alongside park space. In consequence, effects on this objective is a minor negative, although some uncertainty remains.</p> <p>In light of the supporting development on site which includes employment space, the score for this site against IIA Objective 3 (Economy) is a significant positive effect (these measures may also enhance the positive effects identified in respect of IIA Objective 4).</p> <p>This policy seeks appropriate provision of open space and healthcare and leisure facilities together with walking and cycling links. In consequence, the negative effects identified during the appraisal of this site in respect of IIA Objective 5 (Health and Wellbeing) is a significant positive effect.</p> <p>The assessment of this site against IIA Objective 6 (Transport) has a significant positive effect in recognition of the requirements for sustainable transport infrastructure provision set out in the policy.</p> <p>The potential for a significant negative effect in relation to water (IIA Objective 8) has been identified for this site because of proximity to a water course. However, the policy requires the use of flood mitigation measures which should help maintain water quality. No significant effects are therefore anticipated.</p> <p>The policy identifies the need for a Minerals Resource Assessment and in consequence, the appraisal of the associated site against IIA Objective 12 (Waste and Resource Use) has a significant/uncertain, pending the results of this Assessment.</p>														



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<p>Whilst the policy includes a requirement for landscaping to mitigate the visual impact of the development, it is considered that the potential for significant negative effects on IIA Objective 13 (Cultural Heritage) and IIA Objective 14 (Landscape and Townscape) remain. In addition, the site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which are uncertain pending the results of the assessment.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
STRATEGIC GROWTH SITE POLICY 7b – GREAT LEIGHS – LAND EAST OF LONDON ROAD	-/?	++	+	++	++	++	--	0	0	0	~	--/?	--/?	--
<p><b>Likely Significant Effects</b></p> <p>The anticipated effect on Objective 1 (biodiversity) has been moved from a significant negative to a minor negative in light of the policies requirements to create a network of green infrastructure and ensure appropriate habitat mitigation and creation is provided.</p> <p>The anticipated effect on objective 3 (economy) has a minor positive effect as a result of the anticipated employment opportunities associated with care for the elderly.</p> <p>A significant positive effect has been identified against Objective 4 (Sustainable Living and Revitalisation) as a result of the important contribution that the site will make to the development of the Great Leighs area, in particular by providing accommodation for the elderly.</p> <p>As a result of the supporting on-site development, including promoting walking and cycling and a financial contribution to health facilities, the minor negative effect for the site identified against IIA Objective 5 (Health and Wellbeing) has moved to a significant positive effect.</p> <p>The assessment of this site against IIA Objective 6 (Transport) has also moved to a significant positive effect in recognition of the requirements for sustainable transport infrastructure provision set out in the policy.</p> <p>The potential for a significant negative effect in relation to water (IIA Objective 8) has been identified for this site because of proximity to a water course. However, the policy requires the use of flood mitigation measures which should help maintain water quality. No significant effects are therefore anticipated.</p> <p>The policy identifies the need for a Minerals Resource Assessment and in consequence, the appraisal of the associated site against IIA Objective 12 (Waste and Resource Use) has a significant/uncertain, pending the results of this Assessment.</p> <p>Whilst the policy includes a requirement for landscaping to mitigate the visual impact of the development, it is considered that the potential for significant negative effects on IIA Objective 13 (Cultural Heritage) and IIA Objective 14 (Landscape and Townscape) remain. In addition, the site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which are uncertain pending the results of the assessment.</p>														



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<b>Mitigation</b>														
General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.														
STRATEGIC GROWTH SITE POLICY 7c – GREAT LEIGHS – LAND NORTH AND SOUTH OF BANTERS LANE	-/?	++	+/-	++	++	++	++/--	0	0	0	~	--/?	--/?	--
<b>Likely Significant Effects</b>														
<p>The anticipated effect on objective 1 (biodiversity) has been moved from a significant negative to a minor negative in light of the policies requirements to create a network of green infrastructure and ensure appropriate habitat mitigation and creation is provided.</p> <p>A significant positive effect has been identified against Objective 4 (Sustainable Living and Revitalisation) as a result of the important contribution that the site will make to the development of the Great Leighs area, in particular by providing a mixed size and type of housing.</p> <p>As a result of the supporting on-site development, including promoting walking and cycling and a financial contribution to health facilities, the minor negative effect for the site identified against IIA Objective 5 (Health and Wellbeing) has moved to a significant positive effect.</p> <p>The assessment of this site against IIA Objective 6 (Transport) has also moved to a significant positive effect in recognition of the requirements for a well-designed site with sufficient infrastructure.</p> <p>The potential for a significant negative effect in relation to water (IIA Objective 8) has been identified for this site because of proximity to a water course. However, the policy requires the use of flood mitigation measures which should help maintain water quality. No significant effects are therefore anticipated.</p> <p>The policy identifies the need for a Minerals Resource Assessment and in consequence, the appraisal of the associated site against IIA Objective 12 (Waste and Resource Use) has a significant/uncertain, pending the results of this Assessment.</p> <p>Whilst the policy includes a requirement for landscaping to mitigate the visual impact of the development, it is considered that the potential for significant negative effects on IIA Objective 13 (Cultural Heritage) and IIA Objective 14 (Landscape and Townscape) remain. In addition, the site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which are uncertain pending the results of the assessment.</p>														
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General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.														



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STRATEGIC GROWTH SITE POLICY 8 – NORTH OF BROOMFIELD	-/?	++	++	++	++	++	++/--	-	0	0	~	--/?	-/?	-
<p><b>Likely Significant Effects</b></p> <p>This policy requires a new neighbourhood centre and standalone nursery school with delivery through the local education authority. Financial contributions are required towards primary and secondary education provision. The appraisal of the associated site against IIA Objective 4 (Sustainable Living and Revitalisation) a significant positive effect. The policy also requires (inter alia) walking/cycling links public open space, formal and informal sport, recreation and community space within the site (including to the surrounding countryside). As a result, the neutral effect for the site identified against IIA Objective 5 (Health and Wellbeing) is recorded as a significant positive effect.</p> <p>The assessment of the site against IIA Objective 6 (Transport) has moved to a significant positive as the policy requires measures to enable travel by sustainable modes (including walking and cycling) and improvements to the local road network.</p> <p>The policy identifies the need for a Minerals Resource Assessment and in consequence, the appraisal of the associated site against IIA Objective 12 (Waste and Resource Use) is recorded as a significant/uncertain, pending the results of this Assessment.</p> <p>Whilst the policy includes a requirement for landscaping to mitigate the visual impact of the development and for design to respond to the local landscape context, it is considered that the potential for negative effects on IIA Objective 13 (Cultural Heritage) and IIA Objective 14 (Landscape and Townscape) remain. In addition, the site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which are uncertain pending the results of the assessment.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 9a - WALTHAM ROAD EMPLOYMENT AREA, BOREHAM	?	0	++	+	?	+/-	--	0	0	0	~	~	-	-
<p><b>Likely Significant Effects</b></p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>This site will contribute to the City’s employment capacity, extending an existing employment area into adjacent greenfield land, resulting in significant positive effects on Objective 3 and significant negative effects on Objective 7. Other effects are minor, neutral or uncertain.</p> <p><b>Mitigation</b></p> <p>Policy 9a contains appropriate mitigation measures to be applied to development.</p>														
GROWTH SITE POLICY 14a - LAND WEST OF BACK LANE, FORD END	?	++	0	+	+/-	?	--	0	0	0	~	0	-	-
<p><b>Likely Significant Effects</b></p> <p>This site will contribute towards housing provision and settlement sustainability. Negative effects are associated with development, resulting in loss of greenfield land (IIA Objective 7). Other effects are minor, such as potential negative effects in respect of biodiversity, cultural heritage and landscape/townscape (IIA Objectives 1, 13 &amp; 14).</p> <p>The policy includes requirements relating to transport, landscape and heritage.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 ‘Ecology and Biodiversity’ and Strategic Policy S6 ‘Conserving and Enhancing the Natural Environment’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 14b - LAND SOUTH OF FORD END PRIMARY SCHOOL	?	++	0	+	+/-	?	--	0	0	0	~	0	-	-
<p><b>Likely Significant Effects</b></p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>This site will contribute towards housing provision and settlement sustainability. Negative effects are associated with development, resulting in loss of greenfield land (IIA Objective 7). Other effects are minor, such as potential negative effects in respect of biodiversity, cultural heritage and landscape/townscape (IIA Objectives 1, 13 &amp; 14).</p> <p>The policy includes requirements relating to transport, landscape and heritage.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
STRATEGIC GROWTH SITE POLICY 15 - LITTLE BOYTON HALL FARM RURAL EMPLOYMENT AREA	?	0	++	+	0	+/-	--	0	0	0	~	~	-	-
<p><b>Likely Significant Effects</b></p> <p>This site will contribute to the City's employment capacity, extending an existing employment area into adjacent greenfield land, resulting in significant positive effects on Objective 3 and significant negative effects on Objective 7. Other effects are minor, neutral or uncertain.</p> <p><b>Mitigation</b></p> <p>Policy 15 contains appropriate mitigation measures to be applied to development.</p>														



APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

GROWTH AREA 3: SOUTH AND EAST CHELMSFORD

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
STRATEGIC GROWTH SITE 16A - EAST CHELMSFORD GARDEN COMMUNITY (HAMMONDS FARM)	+/-/?	++	++	++/?	++/?	++/-	--	--/?	--/?	0	~	-/?	--/?	--/?

**Likely Significant Effects**

This policy requires:

- A new country park
- New mixed use centres incorporating provision for convenience food and other retail, community uses, flexible employment and healthcare provision and opportunities for similar small non-residential uses throughout the development
- Provision of a new all-through school (including primary with co-located early years, secondary and potential for a sixth form centre)
- Provision of two further new primary schools with co-located early years and childcare nurseries
- Provision of three new stand-alone early years and childcare nurseries
- Appropriate provision of community space and significant new multi-functional green infrastructure.

The policy includes specific requirements relating to the mitigation of potential impacts on biodiversity, including landscape buffers to the development edges and Local Wildlife sites.

Due to the mixed development required on site, the appraisal of the associated site against IIA Objective 3 (Economy) a significant positive effect is recorded. The policy also requires (inter alia) open space, health facilities, leisure facilities and walking/cycling links. As a result, the effect for the site identified against IIA Objective 5 (Health and Wellbeing) is recorded as a significant positive effect. The likely positive effects on IIA Objective 4 (Sustainable Living and Revitalisation) reflect the opportunities for self-containment although the degree to which this can be realised in practice will require monitoring and evaluation.

The assessment of the site against IIA Objective 6 (Transport) is mixed, reflecting traffic generation but the requirement of the policy for measures to enable travel by sustainable modes (including walking and cycling) and improvements to the local road network (supported by a traffic management strategy).



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>The potential for significant negative effects in relation to water (IIA Objective 8) and flood risk (IIA Objective 9) has been identified for this site because of its proximity to a water course and presence of Flood Zones 2 and 3.</p> <p>Whilst the policy includes requirements relating to landscaping and design in order to mitigate the landscape/visual and heritage impacts of the development, it is considered that the potential for significant negative effects on IIA Objective 13 (Cultural Heritage) and IIA Objective 14 (Landscape and Townscape) remain. In addition, the site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which are uncertain pending the results of the assessment.</p> <p><b>Mitigation</b></p> <p>As detailed in the Policy and the requirements for the application of specific masterplanning principles.</p>														
STRATEGIC GROWTH SITE 16B - LAND ADJ. TO A12 JUNCTION 18, SANDON	?	0	++	+	?	+/-	--	0	0	0	~	~	-	-
<p><b>Likely Significant Effects</b></p> <p>This site will contribute to the City's employment capacity, providing a new employment area on greenfield land, resulting in significant positive effects on Objective 3 and significant negative effects on Objective 7. Other effects are minor, neutral or uncertain.</p> <p><b>Mitigation</b></p> <p>Policy 16b contains appropriate mitigation measures to be applied to development.</p>														
STRATEGIC GROWTH SITE POLICY 10 – NORTH OF SOUTH WOODHAM FERRERS	-	++	++	++	++	++	--	-	-	0	~	0	--/?	--
<p><b>Likely Significant Effects</b></p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>The significant negative identified for biodiversity (SA Objective 1) has been moved to a minor as the policy requires that where appropriate, contributions from developments will be secured towards mitigation measures identified in the Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS). The remains the potential for an adverse effect of local wildlife sites affected by development of the site.</p> <p>This policy requires a new neighbourhood centre, potential primary school, and nursery provision. Additionally, the policy requires the provision of flexible business floorspace and flexible retail floorspace.</p> <p>The policy includes a specific requirement relating to the mitigation of potential impacts on biodiversity, including landscape buffers to the development edges and Local Wildlife sites. The policy also requires the provision of and/or financial contributions towards, recreation disturbance avoidance and mitigation measures for European designated sites including the Crouch Estuary.</p> <p>Due to the development required on site, the appraisal of the associated site against SA Objective 3 (Economy) has a significant positive effect (positive effects on SA Objective 4 are also expected to be further strengthened). The policy also requires (inter alia) open space, health facilities, leisure facilities and walking/cycling links. As a result, the positive effect for the site identified against SA Objective 5 (Health and Wellbeing) has moved to a significant positive effect.</p> <p>The assessment of the site against SA Objective 6 (Transport) has moved to a significant positive as the policy requires measures to enable travel by sustainable modes (including walking and cycling) and improvements to the local road network (supported by a traffic management strategy). The policy also requires a car club.</p> <p>The potential for significant negative effects in relation to water (SA Objective 8) and flood risk (SA Objective 9) has been identified for this site because of its proximity to a water course and presence of Flood Zones 2 and 3. However, the policy requires the use of flood mitigation measures which should help maintain water quality and minimise flood risk. No significant effects are therefore anticipated.</p> <p>The policy requires development to conserve and enhance nearby listed buildings and their settings, mitigating the potentially significant adverse effect on cultural heritage (SA Objective 13) to a minor effect, noting that the site may contain archaeological deposits and as such the policy requires an archaeological evaluation, the effects of which are uncertain pending the results of the assessment.</p> <p><b>Mitigation</b></p> <p>Policies in the Preferred Options Local Plan (e.g. NE1 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 11A – SOUTH OF BICKNACRE	?	+	+/-	+	+/-	++	--	0	0	0	~	0	-	-



APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p><b>Likely Significant Effects</b></p> <p>The policy requires that the Thrift Wood Site of Special Scientific Interest (SSSI) to the southeast of the site be respected and that contributions be collected towards recreation disturbance avoidance and mitigation measures for European sites as a part of the Essex-wide Recreational Disturbance Avoidance and Mitigation Strategy (RAMS). Therefore the anticipated effect on IIA objective 1 (biodiversity) is a minor negative.</p> <p>The policy includes requirements relating to transport, landscape and heritage.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 11b – LAND AT KINGSGATE, BICKNACRE	?	++	0	+	+/-	?	--	0	0	0	~	0	-	-
<p><b>Likely Significant Effects</b></p> <p>This site will contribute towards housing provision and settlement sustainability. Negative effects are associated with development, resulting in loss of greenfield land (IIA Objective 7). Other effects are minor, such as potential negative effects in respect of biodiversity, cultural heritage and landscape/townscape (IIA Objectives 1, 13 &amp; 14).</p> <p>The policy includes requirements relating to transport, landscape and heritage.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 11C – LAND WEST OF BARBROOK WAY, BICKNACRE	?	++	0	+	+/-	?	--	0	0	0	~	0	-	-



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p><b>Likely Significant Effects</b></p> <p>This site will contribute towards housing provision and settlement sustainability. Negative effects are associated with development, resulting in loss of greenfield land (IIA Objective 7). Other effects are minor, such as potential positive effects on townscape and landscape (IIIA Objectives 13 and 14).</p> <p>The policy includes requirements relating to transport, landscape and heritage.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 12 – ST GILES, MOOR HALL LANE, BICKNACRE	?	+	0	+	+	+/-	++/--	0	0	0	~	0	0	0
<p><b>Likely Significant Effects</b></p> <p>The policy confirms that the site will be developed for specialist residential accommodation to complement the existing use. This site will contribute towards housing provision and settlement sustainability. Negative effects are associated with development, resulting in loss of greenfield land but extends an existing use (IIA Objective 7). Other effects are minor, such as potential positive effects in respect of housing, economy, sustainable live and health and wellbeing (IIIA Objectives 2, 4 &amp; 5).</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. NDM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 13 - DANBURY	?	++	?	?	?	?	?	?	?	?	?	?	?	?
<p><b>Likely Significant Effects</b></p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>This policy is a statement of intent to provide 100 dwellings in Danbury through sites allocated in a Neighbourhood Development Plan. A significant positive effect has therefore been identified in respect of IIA Objective 2 (Housing). Uncertainties in relation to other objectives are identified at this stage until the exact location of development is known.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 ‘Ecology and Biodiversity’ and Strategic Policy S6 ‘Conserving and Enhancing the Natural Environment’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE POLICY 17a - LAND NORTH OF ABBEY FIELDS, EAST HANNINGFIELD	-/?	++	0	+	+/-	?	--	0	0	0	~	0	-	-
<p><b>Likely Significant Effects</b></p> <p>This site will contribute towards housing provision and settlement sustainability. Negative effects are associated with development, resulting in loss of greenfield land (IIA Objective 7). Other effects are minor, such as potential negative effects in respect of biodiversity, cultural heritage and landscape/townscape (IIA Objectives 1, 13 &amp; 14).</p> <p>The policy includes requirements relating to transport, landscape and heritage.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 ‘Ecology and Biodiversity’ and Strategic Policy S6 ‘Conserving and Enhancing the Natural Environment’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
GROWTH SITE Policy 17b – LAND EAST OF HIGHFIELDS MEAD, EAST HANNINGFIELD	-/?	++	0	+	+/-	?	--	0	0	0	~	0	-	-
<p><b>Likely Significant Effects</b></p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>This site will contribute towards housing provision and settlement sustainability. Negative effects are associated with development, resulting in loss of greenfield land (IIA Objective 7). Other effects are minor, such as potential negative effects in respect of biodiversity, cultural heritage and landscape/townscape (IIA Objectives 1, 13 &amp; 14).</p> <p>The policy includes requirements relating to transport, landscape and heritage.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														



APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

SPECIAL POLICY AREAS

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
POLICY SPA1 – BROOMFIELD HOSPITAL SPECIAL POLICY AREA	0	0	++	++	++	+/-	0/?	0	0	+/-	~	0/?	-/?	-/?
<p><b>Likely Significant Effects</b></p> <p>A negligible effect has been identified in relation to biodiversity (IIA Objective 1) as the policy seeks to minimise environmental impacts including ecology.</p> <p>As a major employer in the City Area, support for the development of Broomfield Hospital has been assessed as having a significant positive effect on the economy (IIA Objective 3). A significant positive effect has also been identified in relation to IIA Objective 4 (Sustainable Living and Revitalisation) and IIA Objective 5 (Health and Wellbeing) as the policy encourages the provision of new/expansion of existing health facilities.</p> <p>A minor positive effect has been identified in respect of transport (IIA Objective 6) given the policy’s emphasis on the provision of a loop road to improve access and optimising access by public transport. However, development may also result in increased congestion, generating a negative effect on this objective. A mixed positive and negative effect has also been identified in relation to air quality (IIA Objective 10). Whilst development of the hospital may increase traffic and affect air quality, the policy’s emphasis on improved transport links may also help to minimise congestion and emissions to air associated with car use.</p> <p>A negligible effect has been identified in relation to IIA Objective 8 (Water) because whilst two watercourses pass through the existing site, the policy seeks to minimise the impact on water quality and the site is classed as being in Flood Risk Zone 1 (and it is also an existing facility).</p> <p>Effects cultural heritage (IIA Objective 13) and landscape and townscape (IIA Objective 14) have been assessed as negative given the potential for adverse environmental impacts associated with hospital development. However, the likelihood of effects occurring and their magnitude is uncertain and will be dependent on future proposals (although effects are unlikely to be significant given that development would be associated with an existing facility). Notwithstanding this, the provisions of the policy (e.g. in relation to design and landscaping) are expected to help minimise any adverse effects in this regard.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 ‘Ecology and Biodiversity’ and Strategic Policy S6 ‘Conserving and Enhancing the Natural Environment’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
POLICY SPA2 – CHELMSFORD CITY	0	0	++	0	0	+	0/?	0/?	0	0/?	~	0/?	0/?	0



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
RACECOURSE SPECIAL POLICY AREA														
<p><b>Likely Significant Effects</b></p> <p>A negligible effect has been identified in relation to biodiversity (IIA Objective 1) as the policy seeks to minimise environmental impacts including ecology.</p> <p>This policy supports proposals that provide ancillary functions to Chelmsford City Racecourse. This may help support the continued operation of the racecourse and associated employment opportunities and has therefore been assessed as having a significant positive effect on the economy (IIA Objective 3).</p> <p>The policy places specific emphasis on the promotion of sustainable transport and in consequence, positive effects have been identified in respect of transport (IIA Objective 6).</p> <p>The policy seeks to manage the potential effects of development, requiring good design and the protection and enhancement of trees and hedgerows and minimising the effect on the landscape (IIA Objective 14). On balance, neutral effects have been identified in respect of the remaining IIA objectives, although in some cases, some uncertainty remains.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 ‘Ecology and Biodiversity’ and Strategic Policy S6 ‘Conserving and Enhancing the Natural Environment’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
POLICY SPA3 – HANNINGFIELD RESERVOIR SPECIAL POLICY AREA	++/-	0	0	0	+	+/?	0/?	++/-/?	-	0/?	~	0/?	0/?	0
<p><b>Likely Significant Effects</b></p> <p>This Special Policy Area covers the main campus of buildings, store building and staff offices associated with Hanningfield Reservoir. The site also includes two Local Wildlife Sites. The policy seeks to avoid adverse impacts in respect of biodiversity and promote nature conservation interests (the reservoir is a SSSI) and in consequence, the potential for a significant positive effect on biodiversity (IIA Objective 1) has been identified. Development (including recreational use) may, however, have adverse effects on biodiversity, although the type, scale and magnitude of effects would be dependent on specific proposals.</p> <p>The policy specifically promotes the recreational use of the reservoir and a positive effect has therefore been identified in respect of IIA Objective 5 (Health and Wellbeing).</p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
<p>The policy seeks to support the role, function and operation of the works which is expected to help maintain and enhance water resources and quality. A significant positive effect has therefore been identified in respect of water (IIA Objective 8), although there is the potential for new development/uses of the reservoir to have adverse effects on water quality (if unmitigated).</p> <p>The policy specifically supports proposals for sustainable transport which has been assessed as having a positive effect on IIA Objective 6 (Transport).</p> <p>The western part of the area lies within Flood Zones 2 and 3 so there is the potential for significant effects in relation to IIA Objective 9 (Flood Risk). However, the uses proposed on site are assumed to be less vulnerable because of their nature and the policy requires development proposals to provide suitable SuDS and flood risk management. A minor negative effect has therefore been identified in respect of this objective.</p> <p>There is the potential for development associated with this Special Policy Area to result in adverse landscape impacts. However, the policy supports proposals that protect and enhance trees and hedgerows and comprise high quality design and the policy requires proposals to avoid adverse impacts on the landscape. Therefore, a negligible effect has been identified.</p> <p>Effects on the remaining IIA Objectives are considered to be neutral at this stage, although some uncertainty remains.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														
STRATEGIC POLICY SPA4 – RHS HYDE HALL SPECIAL POLICY AREA	0	0	+	0	+	+	0	0	0	0	~	0	+	0
<p><b>Likely Significant Effects</b></p> <p>RHS Hyde Hall is an important visitor attraction. By supporting proposals which enhance visitor facilities, and provide accommodation for education and employment needs, the policy is expected to have a positive effect on the economy (IIA Objective 3) as well as health and wellbeing (IIA Objective 5).</p> <p>It is noted that the policy supports proposals which seek to minimise conflict between pedestrian routes and vehicle movements around the site and enable full disabled access throughout, alongside encouraging more sustainable modes of transport. A positive effect has therefore been identified in respect of transport (IIA Objective 6).</p> <p>The Special Policy Area boundary is drawn around the existing buildings and the main developed area of the site and therefore any adverse ecological and landscape effects as a result of the implementation of this policy are expected to be negligible (it is also noted that the policy seeks to protect existing site features).</p> <p><b>Mitigation</b></p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.														
STRATEGIC POLICY SPA5 - SANDFORD MILL SPECIAL POLICY AREA	0	+/?	+/?	0	0	+/-	+/-	-	-	0/?	~	0/?	+/?	0
<p><b>Likely Significant Effects</b></p> <p>This Special Policy Area recognises the potential for the Sandford Mill site to be redeveloped for mixed uses. Subject to the uses accommodated on the site, this could generate positive effects on housing (IIA Objective 2) and the economy (IIA Objective 3), although the magnitude of any effect is at this stage uncertain.</p> <p>The policy specifically encourages proposals that improve site access (including waterways access) and promote sustainable modes of transport. In consequence, a positive effect has been identified in respect of IIA Objective 6 (Transport), although it is recognised that development may result in increased traffic.</p> <p>The intent of this policy is to encourage the reuse of existing buildings within the area and in consequence, a positive effect has been identified in respect of land use (IIA Objective 7). However, there is the potential for development to also result in the loss of greenfield land and as a result, a negative effect has also been identified in respect of this objective.</p> <p>This Special Policy Area presents an opportunity for heritage-led redevelopment and in consequence, a positive effect has been identified in respect of cultural heritage (IIA Objective 13). However, some uncertainty remains as there is at least the potential for adverse effect on the Conservation Area.</p> <p>This site is within Flood Zone 3 but is an existing complex so a minor negative effect only has been identified in relation to IIA Objective 9 (Flood Risk) and IIA Objective 8 (Water).</p> <p>Whilst there is the potential for the development of this site to result in adverse effects on biodiversity (IIA Objective 1), it is noted that the policy sets out that proposals should protect and enhance nature conservation interests and the policy requires development within the SPA to mitigate potential effects on the European sites downstream. On balance, a neutral effect has therefore been identified in respect of this objective.</p> <p>It is noted that the boundaries of this Special Policy Area are drawn to allow for future development of Sandford Mill whilst seeking to protect the local landscape. Further, the policy seeks to protect the Green Wedge. However, there is the potential for development to result in adverse landscape impacts however the policy requires that effects on landscape be mitigated. On balance, a neutral effect has been identified in respect of IIA Objective 14 (Landscape and Townscape), although some uncertainty remains.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 'Ecology and Biodiversity' and Strategic Policy S6 'Conserving and Enhancing the Natural Environment') should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														



**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Policy	1. Biodiversity	2. Housing	3. Economy	4. Sustainable Living and Revitalisation	5. Health and Wellbeing	6. Transport	7. Land Use	8. Water	9. Flood Risk	10. Air Quality	11. Climate Change	12. Waste and Natural Resources	13. Cultural Heritage	14. Landscape and Townscape
STRATEGIC POLICY SPA6 – ARU WRITTLE SPECIAL POLICY AREA	0/?	0	++	++	0	+	0	-	-	0	~	0/?	0/?	0/?
<p><b>Likely Significant Effects</b></p> <p>ARU Writtle is a nationally-recognised land-based technologies college which is seeking to expand and broaden its educational facilities and opportunities. It is also a key employer in Chelmsford. By supporting the role, function and operation of ARU Writtle, this policy has been assessed as having a significant positive effect on the economy (IIA Objective 3) and sustainable living and revitalisation (IIA Objective 4).</p> <p>This policy specifically supports proposals that improve circulation through, and links with, existing College buildings, promote more sustainable means of transport to the site and reduce individual trips by car. Overall, the policy has therefore been assessed as having a positive effect on transport (IIA Objective 6).</p> <p>This area is within Flood Zone 3 but it is an existing facility so a minor negative effect only has been identified in relation to IIA Objective 9 (Flood Risk) and IIA Objective 8 (Water).</p> <p>Whilst development in this area could result in adverse environmental impacts including in respect of biodiversity and landscape, it is noted that the policy supports proposals that protect and enhance trees and hedgerows, the setting of heritage assets (King John’s Hunting Lodge) and nature conservation interests. On balance, the policy has been assessed as having a neutral effect on the remaining IIA objectives, although some uncertainty remains.</p> <p><b>Mitigation</b></p> <p>General policies in the Local Plan (e.g. DM16 ‘Ecology and Biodiversity’ and Strategic Policy S6 ‘Conserving and Enhancing the Natural Environment’) should help ensure that potential effects are considered when the site associated with this policy comes forward for development.</p>														

## REASONS FOR THE SELECTION OF THE PROPOSED SITE ALLOCATIONS AND FOR THE REJECTION OF ALTERNATIVES

### REASONS FOR THE SELECTION OF THE PROPOSED SITE ALLOCATIONS

The reasons for the selection of the proposed site allocations contained in the Preferred Options Local Plan are set out below.

Location	Rationale
1a – 1bb Chelmsford Urban Area	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by making the best use of previously developed land and existing infrastructure, reinforcing Chelmsford’s regional role as ‘Capital of Essex’ and, facilitating urban renewal and focussing development at well-connected locations and in accordance with the Settlement Hierarchy.</p> <p>Most of the site allocations in the urban area represent sustainable and sound development allocations which have been subject to Independent Examination. Sites in Location 1a (Chelmer Waterside) will have regard to planning guidance in the Chelmer Waterside Development Framework October 2021. Seven new sites have been added to the Preferred Options, and six for housing. Additional sites proposed for allocation in the Review are supported by the Plan evidence base e.g. Traffic Modelling 2024 and Urban Housing Capacity Study 2024.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocations in this location.</p>
2. West Chelmsford	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, maximising opportunities for sustainable travel and delivering new and improved local infrastructure including a new primary school and neighbourhood centre.</p> <p>The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. The site has an approved masterplan (Ref: 18/00001/MAS) for 800 new homes and outline planning permission submitted for up to 880 new homes (Ref:21/01545/OUT). Supported by the Plan evidence base e.g. Traffic Modelling 2018, Archaeological Assessment 2017, Landscape Capacity and Sensitivity Assessment 2017 and Heritage Assessment 2017.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>
3a. East Chelmsford - Manor Farm	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, making the best use of existing infrastructure including capacity at Sandon School, maximising opportunities for sustainable travel, increasing opportunities for greater access to the Green Wedge, river valley and waterways and, delivering new and improved local infrastructure including a new Country Park and visitor centre and access into Sandford Mill.</p> <p>The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. The site has an approved masterplan (21/00003/MAS) and planning applications have been submitted (Refs:22/01732/FUL and 22/01732/OUT) for 360 homes. Supported by the Plan evidence base e.g. Traffic Modelling 2018, Green Wedge and Green Corridor Study 2017, Archaeological Assessment 2017 and Landscape Sensitivity Assessment 2017.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>

## APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

Location	Rationale
3b. East Chelmsford - Land North of Maldon Road (Employment)	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, fostering growth and investment and providing new jobs, increasing opportunities for greater use of the Green Wedge, and delivering new and improved local infrastructure including a new early years nursery and expansion of Sandon Park &amp; Ride.</p> <p>The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 5,000sqm of commercial floorspace and provision of a day care nursery (Ref:22/00916/FUL). Supported by the Plan evidence base e.g. Traffic Modelling 2017, Green Wedge and Green Corridor Study 2017, Archaeological Assessment 2017 and Landscape Capacity and Sensitivity Assessment 2017</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>
3c. East Chelmsford - Land South of Maldon Road	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy and, making the best use of existing infrastructure including capacity at Sandon School.</p> <p>The site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 109 new homes (Ref:22/00916/FUL). Supported by the Plan evidence base e.g. Traffic Modelling 2017, Green Wedge and Green Corridor Study 2017 and Landscape Capacity and Sensitivity Assessment 2017.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>
3d. East Chelmsford - Land North of Maldon Road (Residential)	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy and, making the best use of existing infrastructure including capacity at Sandon School.</p> <p>This site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. The site has an approved masterplan (Ref:20/00003/MAS) and a planning application has been submitted for up to 65 new homes (Ref:22/00916/FUL). Supported by the Plan evidence base e.g. Traffic Modelling 2017, Green Wedge and Green Corridor Study 2017 and Landscape Capacity and Sensitivity Assessment 2017</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>
4. Land North of Galleywood Reservoir, Galleywood	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy and, providing opportunities to contribute towards and enhance existing services and facilities.</p> <p>This site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. The site has outline planning permission for 24 new affordable homes (Ref: 22/00397/OUT).</p> <p>Viable and available and supported by the Plan evidence base. No overriding physical constraints to bringing forward the allocation in this location.</p>
5. Land Surrounding Telephone Exchange, Ongar Road, Writtle	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, making the best use brownfield land and, providing opportunities to contribute towards and enhance existing services and facilities.</p> <p>This site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination.</p> <p>Viable and available and supported by the Plan evidence base. No overriding physical constraints to bringing forward the allocation in this location.</p>

## APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

Location	Rationale
6. North East Chelmsford Garden Community	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, fostering growth and investment and providing new jobs, maximising opportunities for sustainable travel, increasing opportunities for greater access to the Green Wedge and river valley and delivering new and improved infrastructure including new schools, areas for employment, Country Park, neighbourhood centres, a second radial distributor road and phase one of the Chelmsford North-East By-pass.</p> <p>This site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. The development has an approved masterplan (Ref:22/00001/MAS) and outline planning applications have been submitted (Refs:22/01950/FUL, 22/01950/OUT, 23/00124/FUL and 23/00124/OUT). Supported by the Plan evidence base e.g. Traffic Modelling 2017 and Landscape Capacity and Sensitivity Assessment 2017.</p> <p>Viable and available with re-phasing of minerals extraction. No overriding physical constraints to bringing forward the allocation in this location.</p>
7a. Great Leighs – Land at Moulsham Hall	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, delivering new and improved infrastructure including a new school, neighbourhood centre and contributions towards the Chelmsford North-East By-pass.</p> <p>This site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. The site has an approved masterplan (Ref:20/00002/MAS) and planning applications have been submitted for up to 800 new homes (Ref:23/01583/OUT and 23/01583/FUL). Supported by the Plan evidence base e.g. Traffic Modelling 2017, Heritage Assessment 2017 and Archaeological Assessment 2017.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>
7b. Great Leighs – Land East of London Road	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy and providing contributions towards the Chelmsford North-East By-pass.</p> <p>This site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. The site has outline planning permission submitted for an integrated retirement community comprising 190 units (ref:21/02490/OUT). Supported by the Plan evidence base e.g. Traffic Modelling 2017, Heritage Assessment 2017 and Archaeological Assessment 2017.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>
7c. Great Leighs – Land North and South of Banters Lane	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, by providing homes for all and providing contributions towards the Chelmsford North-East By-pass.</p> <p>This site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. Supported by the Plan evidence base e.g. Traffic Modelling 2017, Heritage Assessment 2017 and Archaeological Assessment 2017.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>
8. North of Broomfield	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, maximising opportunities for sustainable travel, increasing opportunities for greater access to the Green Wedge and river valley, delivering new and improved infrastructure including a neighbourhood centre and contributions towards the Chelmsford North-East By-pass.</p>

## APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

Location	Rationale
	<p>This site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. The site has an approved masterplan (Ref:20/0001/MAS) for around 450 new homes and outline planning permission submitted for 512 new homes (Ref:20/02064/OUT). Supported by the Plan evidence base e.g. Traffic Modelling 2017, Heritage Assessment 2017, Landscape Capacity and Sensitivity Assessment 2017 and Archaeological Assessment 2017.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>
9a. Waltham Road Employment Area, Boreham	<p>This proposed site allocation will expand a well-established site. It will provide further rural investment opportunities and support the sustainable growth and expansion of businesses in rural areas. The site is close to the existing key service settlement of Boreham.</p> <p>Supported by the Plan evidence base e.g. Heritage Assessment 2024 and Landscape Capacity and Sensitivity Assessment 2024</p> <p>Viable and available. There are no overriding constraints that would hinder the delivery of the site which will contribute to employment supply.</p>
14a. Land West of Back Lane, Ford End	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development in accordance with the Settlement Hierarchy, and will help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>Supported by the Plan evidence base e.g. Heritage Assessment 2024.</p> <p>There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply.</p> <p>Viable and available.</p>
14b. Land South of Ford End Primary School	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development in accordance with the Settlement Hierarchy, and will help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>Supported by the Plan evidence base e.g. Heritage Assessment 2024 and Landscape Capacity and Sensitivity Assessment 2024.</p> <p>There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. Viable and available.</p>
16a. East of Chelmsford Garden Community (Hammonds Farm)	<p>The site will accommodate a new Garden Community for housing and employment development, a country park, areas for SUDS, biodiversity and recreation, and provide active and sustainable modes of transport to key destinations.</p> <p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by providing a mixed and balanced new self-contained community.</p> <p>Supported by the Plan evidence base e.g. Heritage Assessment 2024.</p> <p>There are no overriding constraints that would hinder the delivery of the site which will significantly contribute to housing and employment supply. It is viable and available with no overriding physical constraints to bringing forward the allocation in this location.</p>
16b. Land Adjacent to A12 Junction 18 Employment Area	<p>The site will be a strategic stand-alone employment site for a mix of employment uses including office, light industrial, general industrial and distribution uses. Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by being located in a sustainable location close to the strategic road network.</p> <p>Supported by the Plan evidence base e.g. Landscape Capacity and Sensitivity Assessment 2024 and Heritage Assessment 2024.</p>



## APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

Location	Rationale
	There are no overriding constraints that would hinder the delivery of the site which will significantly contribute to housing and employment supply. It is viable and available with no overriding physical constraints to bringing forward the allocation in this location.
15. Little Boyton Hall Employment Area	<p>This proposed site allocation will expand a well-established site. It will provide further rural investment opportunities and support the sustainable growth and expansion of businesses in rural areas.</p> <p>Supported by the Plan evidence base e.g. Landscape Capacity and Sensitivity Assessment 2024</p> <p>Viable and available. There are no overriding constraints that would hinder the delivery of the site which will contribute to employment supply.</p>
10. North of South Woodham Ferrers	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, delivering new and improved infrastructure including new employment opportunities and road improvements along the A132/Rettendon Turnpike Junction.</p> <p>This site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. The site has resolution to grant planning permission subject to a S106 Agreement for 1,220 new homes across two parcels (Ref: 21/01961/FUL) Supported by the Plan evidence base e.g. Landscape Capacity and Sensitivity Assessment 2017, and Heritage Assessment 2017 .</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>
11a. South of Bicknacre	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, and providing opportunities to contribute towards and enhance existing services and facilities.</p> <p>This site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. Planning permission has been granted for 42 new homes (Ref: 20/01507/FUL), currently under construction.</p> <p>Supported by the Plan evidence base e.g. Landscape Capacity and Sensitivity Assessment 2017 and Archaeological Assessment 2017.</p>
11b. Land at Kingsgate, Bicknacre Road, Bicknacre	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at in accordance with the Settlement Hierarchy, and will help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>Supported by the Plan evidence base e.g. Heritage Assessment 2024, Landscape Capacity and Sensitivity Assessment 2024</p> <p>There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply.</p> <p>Viable and available.</p>
11c. Land West of Barbrook Way, Bicknacre	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, and to help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>Supported by the Plan evidence base e.g. Heritage Assessment 2024, Landscape Capacity and Sensitivity Assessment 2024</p> <p>There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply.</p>



## APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

Location	Rationale
	Viabale and available.
12. St Giles, Moor Hall Lane, Bicknacre	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development in accordance with the Settlement Hierarchy and by providing homes for all.</p> <p>This site allocation represents a sustainable and sound development allocation which has been subject to Independent Examination. Supported by the Plan evidence base and viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>
13. Danbury	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development in well-connected locations, in accordance with the Settlement Hierarchy and providing opportunities to contribute towards and enhance existing services and facilities.</p> <p>Danbury is advancing a Neighbourhood Plan. There are several potential sites considered viable and available over the Plan period. An allocation of 100 homes is considered acceptable in terms of existing constraints (landscape, highways) and opportunities. This location represents a sustainable and sound development allocation which has been subject to Independent Examination.</p>
17a. Land North of Abbey Fields, East Hanningfield	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development in accordance with the Settlement Hierarchy. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply. It will help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>Supported by the Plan evidence base e.g. Heritage Assessment 2024 and Landscape Capacity and Sensitivity Assessment 2024</p> <p>Viabale and available.</p>
17b. Land East of Highfields Mead, East Hanningfield	<p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development in accordance with the Settlement Hierarchy. There are no overriding constraints that would hinder the delivery of the site which will contribute to housing supply, it will help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>Supported by the Plan evidence base e.g. Heritage Assessment 2024 and Landscape Capacity and Sensitivity Assessment 2024</p> <p>Viabale and available.</p>
SDM29 – SPA6	All Special Policy Areas lie within the Green Belt or the Rural Area, where ordinarily policy would constrain new development. The Special Policy Area designations enable the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. There is no reasonable alternative.



## APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

### REASONS FOR THE REJECTION OF ALTERNATIVES

The following sites have been identified as potential reasonable alternatives. The sites have been promoted through the Council’s SHELAA, align with the overall Spatial Strategy, and are in proximity to a site being promoted for preferred housing and/or employment growth. The rationale for rejecting the sites as preferred site allocations is set out in the table below.

Sites which are duplicates of other site submissions, where development has been completed, or where they have been withdrawn by the site promoter are not included on the list.

Sites which had previously been considered as potential reasonable alternatives to allocated sites in the adopted Local Plan have been retained where the number of allocated houses has been increased in the Preferred Options and it could be considered that additional land could have been allocated to accommodate the higher numbers.

Locations listed as potential areas for development in the five Approaches A to E, but which were discounted at an early stage prior to detailed testing, are included at the end of the table below.

Potential Site Location	Reason for Rejection
Boreham CFS81 (17SLAA32)	When compared to the allocated site, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Boreham. This site is severed from Boreham village by the A12 and would result isolated development in the countryside. It also has poorer access and connectivity to services and facilities available in Boreham village. Further development in Boreham requires a new primary school, and no scheme of the necessary size is being promoted.
Boreham CFS59	When compared to the allocated site, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Boreham. Further development in Boreham requires a new primary school, and no scheme of the necessary size is being promoted.
Boreham CFS13	When compared to the allocated site, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Boreham. Further development in Boreham requires a new primary school, and no scheme of the necessary size is being promoted.
Boreham CFS9	When compared to the allocated site, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Boreham. Further development in Boreham requires a new primary school, and no scheme of the necessary size is being promoted.



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Boreham CFS51	When compared to the allocated site, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Boreham. Further development in Boreham requires a new primary school, and no scheme of the necessary size is being promoted.
Boreham CFS145	A western portion of this site comprises a completed allocation (9 - East of Boreham)  The remaining non-allocated part of the site extends eastwards. It would result in development further away from the DSB compared with the preferred site. This complies less well with the Spatial Principles and Spatial Strategy by not respecting the pattern of the existing settlement of Boreham. The site is also less supported by the Plan evidence base i.e. The Landscape Sensitivity and Capacity Study 2023 which identifies the majority of the site as having high landscape sensitivity. Further development in Boreham requires a new primary school, and no scheme of the necessary size is being promoted
Boreham CFS52	This site would result in development further away from the DSB compared with the allocated site. This complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Boreham. The site also has poorer access and connectivity to services and facilities available in Boreham village. The site is also less supported by the Plan evidence base i.e. The Landscape Sensitivity and Capacity Study 2023 which identifies the majority of the site as having high landscape sensitivity. Further development in Boreham requires a new primary school, and no scheme of the necessary size is being promoted.
Boreham 15SLAA3	When compared to the allocated site, this site complies less well with the Spatial Principles and Spatial Strategy. It would be a smaller scale development and less likely to deliver as much new and improved local infrastructure. It also has the potential to be more harmful to the adjoining Conservation Area. . Further development in Boreham requires a new primary school, and no scheme of the necessary size is being promoted.  It could be considered as a cluster site with either CFS145 and/or CFS52. However, these sites have also both been rejected for reasons set out above. A cluster site comprising CFS145, CFS52 and 15SLAA3 would not be large enough to deliver a new primary school which would need a minimum of 1,400 homes.
Boreham CFS10	This site is adjacent to Site Allocation 6 (NE Chelmsford Garden Community).  The Council's SHELAA identifies this site has a potential capacity of 15 dwellings, and as such, the site will not deliver a comprehensively-planned new sustainable Garden Community with a range of supporting local and strategic infrastructure. Overall, this site is considered to perform less well than the preferred site against the Spatial Strategy and Spatial Principles. The Council has also not been advised that the site promoters are working together to promote a joint development.
Boreham CFS50	Although close to proposed Site Allocation 16a. East Chelmsford Garden Community (Hammonds Farm), the site is not considered a reasonable alternative due to its separation by Main Road and other buildings to the west.
East Chelmsford CFS99	When compared to the allocated sites (Locations 3a-3d), this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of existing settlements. Development here could undermine the distinct and separate identity of Sandon. It would also not deliver or be suitable to deliver significant new employment growth as proposed in Location 3b.
East Chelmsford CFS102	When compared to the allocated sites (Locations 3a-3d), this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of existing settlements. Development here could undermine the distinct identity of Sandon. It would also not deliver or be suitable to deliver significant new employment growth as proposed in Location 3b.



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<p>Great Leighs CFS141 (Little Leighs)</p>	<p>When compared to the allocated sites (Location 7), this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of existing settlements. Development here could undermine the distinct identity of Great Leighs.</p> <p>The site is severed from Great Leighs village by the A130 and would result in more isolated development in the countryside. It also has poorer access and connectivity to services and facilities available in Great Leighs village. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.</p>
<p>Great Leighs CFS119 (Little Leighs) (17SLAA25)</p>	<p>The Council's SHELAA identifies this site as a potential for mixed use. When compared to the allocated sites (Location 7), this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of existing settlements. Development here could undermine the distinct identity of Great Leighs. The site is severed from Great Leighs village by the A130 and would result in more isolated development in the countryside. It also has poorer access and connectivity to services and facilities available in Great Leighs village. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.</p>
<p>Great Leighs 15SLAA28</p>	<p>When compared to the allocated sites (Location 7), this site is less well connected to the strategic road network and closer to the SSSI. Compared with sites 7b and 7c, this site is adjacent to areas considered to be of high landscape sensitivity. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.</p>
<p>Great Leighs CFS195 (17SLAA23)</p>	<p>When compared to the allocated sites (Location 7), this site is less well connected to the strategic road network and closer to the SSSI. Compared with sites 7b and 7c, this site is adjacent to areas considered to be of high landscape sensitivity. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.</p>
<p>Great Leighs CFS90</p>	<p>The allocated sites at location 7 will create sustainable new growth to the west, north and north-east of the village. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.</p> <p>The Council's SHELAA identifies this site has a potential capacity of 21 dwellings. It is not adjacent to other promoted sites. Being much smaller in scale compared with the proposed sites, it will be less likely to deliver new and improved local infrastructure. Overall, this site is considered to perform less well than the preferred site against the Spatial Strategy and Spatial Principles.</p>
<p>Great Leighs CFS120</p>	<p>The allocated sites (Location 7) will create sustainable growth to the west, north and north-east of Great Leighs village. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.</p> <p>The Council's SHELAA identifies this site has a potential capacity of 205 dwellings. Overall, this site is considered to perform less well than the preferred site against the Spatial Strategy and Spatial Principles. It is less well connected to the strategic road network and closer to the SSSI. Compared with sites 7b and 7c, this site is also adjacent to areas considered to be of high landscape sensitivity.</p>
<p>Great Leighs 17SLAA14</p>	<p>The allocated sites (Location 7) will create sustainable growth to the west, north and north-east of Great Leighs village. The Council's SHELAA identifies that the site has a potential capacity of 114 dwellings. When compared to the preferred sites (Location 7), this site is less well connected to the strategic road network and would result in more isolated development in the Rural Area which would not respect the pattern of the existing settlement of Great Leighs. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.</p>
<p>Great Leighs 17SLAA1</p>	<p>This site comprises a small parcel of land north Banters Lane. The Council's SHELAA identifies that the site has a potential capacity of 10 dwellings, so by itself is not a reasonable alternative to proposed sites in Great Leighs. Being significantly smaller in scale compared with the preferred sites, it is less likely to be able to deliver new and improved local infrastructure. When compared to the preferred sites (Location 7), this site is less well connected to the strategic</p>



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	road network and would result in more isolated development in the Rural Area which would not respect the pattern of the existing settlement of Great Leighs. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.
Great Leighs 17SLAA26	When compared to the allocated sites (Location 7), this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of existing settlements. Development here could undermine the distinct identity of Great Leighs. The site is severed from Great Leighs village by the A130 and would result in more isolated development in the countryside. It also has poorer access and connectivity to services and facilities available in Great Leighs village. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.
Great Leighs 17SLAA23	The Council's SHELAA identifies this site has a potential capacity of 207 dwellings. However, when compared to the allocated sites, it complies less well with the Spatial Principles and Spatial Strategy e.g. it would result in more isolated development in the Rural Area which would not respect the pattern of the existing settlement of Great Leighs and it would have poorer access and connectivity to services and facilities available in Great Leighs village. It is also closer to the SSSI and less well connected to the strategic road network. Compared with sites 7b and 7c, this site is also partly within an area considered to be of high landscape sensitivity. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.
Great Leighs 17SLAA22	The Council's SHELAA identifies this site has a potential capacity of 139 dwellings. However, when compared to the allocated sites, it complies less well with the Spatial Principles and Spatial Strategy e.g. it would result in more isolated development in the Rural Area which would not respect the pattern of the existing settlement of Great Leighs and it would have poorer access and connectivity to services and facilities available in Great Leighs village. It is also closer to the SSSI and less well connected to the strategic road network. Compared with sites 7b and 7c, this site is also partly within an area considered to be of high landscape sensitivity. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.
Great Leighs 17SLAA24	The Council's SHELAA identifies this site has a potential capacity of 150 dwellings. However, when compared to the allocated sites, it complies less well with the Spatial Principles and Spatial Strategy e.g. it would result in more isolated development in the Rural Area which would not respect the pattern of the existing settlement of Great Leighs and it would have poorer access and connectivity to services and facilities available in Great Leighs village. It is also closer to the SSSI and less well connected to the strategic road network. Compared with sites 7b and 7c, this site is also partly within an area considered to be of high landscape sensitivity. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.
Great Leighs 17SLAA25	The Council's SHELAA identifies this site has a potential capacity of 24 dwellings. When compared to the allocated sites (Location 5), this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of existing settlements. Development here could undermine the distinct identity of Great Leighs. The site is severed from Great Leighs village by the A130 and would result in more isolated development in the countryside. It also has poorer access and connectivity to services and facilities available in Great Leighs village. The existing Local Plan allocations and masterplanning has taken up existing infrastructure capacity and there is limited opportunity to unlock any further.
West Chelmsford CFS182	<p>The allocated site (Location 2) proposes a high quality development of 880 new homes and new primary school adjoining Chelmsford's Urban Area with sustainable travel at its heart. The allocated site is adjacent to the A1060 which is the main link into Chelmsford City Centre from the west. It is considered within walking and cycling distance of the City Centre.</p> <p>The Council's SHELAA identifies that CFS182 a potential capacity of 1278 dwellings. However, when compared to the allocated site, this site complies less well with the Spatial Principles and Spatial Strategy in particular by having poorer access and connectivity into Chelmsford UA.</p>

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<p>West Chelmsford CFS82</p>	<p>The allocated site (Location 2) proposes a high quality development of 880 new homes and new primary school adjoining Chelmsford’s Urban Area with sustainable travel at its heart. The allocated site is adjacent to the A1060 which is the main link into Chelmsford City Centre from the west. It is considered within walking and cycling distance of the City Centre.</p> <p>The Council’s SHELAA identifies that CFS82 a potential capacity of 41 dwellings. Being smaller in scale compared with the allocated site, it is less likely to be able to deliver new and improved local infrastructure and as such, this site is only a reasonable alternative if considered as a cluster site with adjoining sites such as CFS80 and CFS182. However, when compared to the allocated site, all of these sites comply less well with the Spatial Principles and Spatial Strategy e.g. they have poorer access and connectivity into Chelmsford UA when considered individually or in combination. The Council has also not been advised that the site promoters are working together to promote a joint development.</p>
<p>West Chelmsford CFS80</p>	<p>The allocated site (Location 2) proposes a high quality development of 880 new homes and new primary school adjoining Chelmsford’s Urban Area with sustainable travel at its heart. The allocated site is adjacent to the A1060 which is the main link into Chelmsford City Centre from the west. It is considered within walking and cycling distance of the City Centre.</p> <p>The Council’s SHELAA identifies that CFS80 a potential capacity of 12 dwellings. Being smaller in scale compared with the allocated site, it is less likely to be able to deliver new and improved local infrastructure. As such, this site is only a reasonable alternative if considered as a cluster site with adjoining sites such as CFS82 and CFS182. However, when compared to the allocated site, all of these sites comply less well with the Spatial Principles and Spatial Strategy e.g. they have poorer access and connectivity into Chelmsford UA when considered individually or in combination. The Council has also not been advised that the site promoters are working together to promote a joint development.</p>
<p>West Chelmsford CFS165</p>	<p>Part of the eastern parcel comprises the allocated site (Location 2) and Area for Future Recreational Use and/or SuDS. The remaining unallocated part, when compared to the preferred site, would result in more isolated development in the Rural Area and have the potential to have greater landscape impacts. The entire site would deliver a significant amount of new homes, well over that allocated for this location. Overall, this site is considered to perform less well than the allocated site against the Spatial Strategy and Spatial Principles.</p>
<p>West Chelmsford 21SHELAA41</p>	<p>This is adjacent to the allocated site (Location 2) and Area for Future Recreational Use and/or SuDS. When compared to the preferred site, this would result in more isolated development in the Rural Area and have the potential to have greater landscape impacts. Overall, this site is considered to perform less well than the allocated site against the Spatial Strategy and Spatial Principles.</p>
<p>West Chelmsford Cluster CFS182, CFS82 and CFS80</p>	<p>The allocated site (Location 2) proposes a high quality development of 880 new homes and new primary school adjoining Chelmsford’s Urban Area with sustainable travel at its heart. The allocated site is adjacent to the A1060 which is the main link into Chelmsford City Centre from the west. It is considered within walking and cycling distance of the City Centre.</p> <p>The Council’s SHELAA identifies that CFS182 has a potential capacity of 1278 dwellings, CFS82 a potential capacity of 41 dwellings and CFS80 for a potential 12 dwellings. These sites could be considered a reasonable alternative if part of a cluster site. However, when compared to the allocated site, all of these sites comply less well with the Spatial Principles and Spatial Strategy e.g. they have poorer access and connectivity into Chelmsford UA when considered individually or in combination. The Council has also not been advised that the site promoters are working together to promote a joint development.</p>
<p>West Chelmsford/ Broomfield CFS209</p>	<p>Location 2 allocates 880 new homes and new primary school adjoining Chelmsford’s Urban Area with sustainable travel at its heart. The allocated site is adjacent to the A1060 which is the main link into Chelmsford City Centre from the west. It is considered within walking and cycling distance of the City Centre. Location 8 North of Broomfield lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). Location 8 is considered in close proximity to Chelmsford’s largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p> <p>The Council’s SHELAA identifies that CFS209 has a potential capacity of 949 dwellings. When compared to the allocated sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Broomfield or CUA. This site is separated</p>



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	<p>from Broomfield village and CUA and, would result in isolated development in the countryside. It also has poorer access and connectivity to services and facilities available in Broomfield village and CUA. There is limited capacity at local schools, and limited highway capacity with no significant transport intervention available.</p>
CUA/Broomfield CFS156	<p>The allocated site (Location 8 North of Broomfield) lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). Location 8 is considered in close proximity to Chelmsford’s largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p> <p>The Council’s SHELAA identifies that CFS156 a potential capacity of 168 dwellings. Being smaller in scale compared with the preferred site, it is less likely to be able to deliver new and improved local infrastructure. As such, this by itself it is not a reasonable alternative to Location 8. When compared to the allocated site, this site either individually or in combination with other alternative nearby e.g. CFS183 complies less well with the Spatial Principles and Spatial Strategy. It has poorer access and connectivity into Broomfield village and Chelmsford UA. It would also erode the gap between Broomfield village and CUA harming their distinct settlement characteristics and risking their coalescence. There is limited capacity at local schools, and limited highway capacity with no significant transport intervention available.</p>
CUA/Broomfield CFS183	<p>The preferred site (Location 8 North of Broomfield) lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). Location 8 is considered in close proximity to Chelmsford’s largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p> <p>The Council’s SHELAA identifies that CFS183 has a potential capacity for 246 homes. However, when compared to the preferred site, this site complies less well with the Spatial Principles and Spatial Strategy e.g. it would result in development within the gap between Broomfield village and CUA contrary to existing settlement patterns. There is limited capacity at local schools, and limited highway capacity with no significant transport intervention available.</p>
Broomfield cluster –CFS183 and CFS156	<p>The allocated site (Location 8 North of Broomfield) lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). Location 8 is considered in close proximity to Chelmsford’s largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p> <p>When compared to the allocated sites, these sites comply less well with the Spatial Principles and Spatial Strategy e.g. due to the impact on and the capacity of the local road network and relative remoteness from the strategic road network. Development would remove the gap between Broomfield village and CUA contrary to the existing settlement pattern. There is limited capacity at local schools, and limited highway capacity with no significant transport intervention available</p>
Broomfield CFS277	<p>The allocated site (Location 8 North of Broomfield) lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). Location 8 is considered in close proximity to Chelmsford’s largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p> <p>The Council’s SHELAA identifies that this site has a capacity of 34 dwellings so by itself would not be a reasonable alternative to the preferred site in Broomfield (Location 8). It would deliver far less new and improved local infrastructure. When compared to the preferred site in Broomfield, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of existing settlements. Development here could undermine the distinct and separate identities of Broomfield and CUA. There is limited capacity at local schools, and limited highway capacity with no significant transport intervention available.</p>
Broomfield CFS78	<p>The allocated site (Location 8 North of Broomfield) lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). Location 8 is considered in close proximity to Chelmsford’s largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p> <p>The Council’s SHELAA identifies that CFS78 has a potential capacity for 765 homes. However, when compared to the preferred site, this site complies less well with the Spatial Principles and Spatial Strategy e.g. it would not respect the pattern of the existing settlement of Broomfield and result in development within the gap between Broomfield village and CUA contrary to existing settlement patterns and risking their coalescence. It would potentially be more harmful in landscape terms. There is limited capacity at local schools, and limited highway capacity with no significant transport intervention available.</p>



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<p>Broomfield - CFS181</p>	<p>The Allocated site (Location 8 North of Broomfield) lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). It is considered in close proximity to Chelmsford's largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p> <p>The Council's SHELAA identifies that CFS181 has a potential capacity for 2191 homes. Part of this site formed the allocated site. The whole site could deliver a significant amount of new homes, well over that proposed for Broomfield village. When compared to the allocated site, the remainder of the promoted site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Broomfield. It would result in some development within the gap between Broomfield village and CUA contrary to existing settlement patterns, and would significantly alter the character and setting of the village. The rest of the site is also less well connected into the existing local road network and potentially be more harmful in landscape terms. There is limited capacity at local schools, and limited highway capacity with no significant transport intervention available.</p>
<p>Broomfield - 15SLAA47</p>	<p>The preferred site (Location 8 North of Broomfield) lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). It is considered in close proximity to Chelmsford's largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p> <p>The Council's SHELAA identifies that 15SLAA47 has a potential capacity for 218 homes. The site is adjacent to the western boundary of the preferred site. When compared to the preferred site, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Broomfield. This site is less well connected into the existing local road network, would result in more isolated development in the Rural Area and potentially be more harmful in landscape terms. There is limited capacity at local schools, and limited highway capacity with no significant transport intervention available. By itself it would not be a reasonable alternative to deliver 800 new homes and a new primary school.</p>
<p>Broomfield CFS53</p>	<p>The allocated site (Location 8 North of Broomfield) lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). Location 8 is considered in close proximity to Chelmsford's largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p> <p>The Council's SHELAA identifies CFS53 to have capacity of 250. This area lies within the existing Green Wedge and is not considered a reasonable alternative to the allocated site. There is limited capacity at local schools, and limited highway capacity with no significant transport intervention available. Part of the site also lies within Flood Zones 2 and 3.</p>
<p>Broomfield CFS98</p>	<p>The allocated site (Location 8 North of Broomfield) lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). Location 8 is considered in close proximity to Chelmsford's largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p> <p>The Council's SHELAA identifies that this site has a capacity of 38 dwellings so by itself would not be a reasonable alternative to the allocated site. In combination with the allocated site, it could deliver an even larger development although this scale of development; however there is limited capacity at local schools, and limited highway capacity with no significant transport intervention available. The Council has also not been advised that the site promoters are working together to promote a joint development.</p>
<p>Broomfield 15SLAA13</p>	<p>The allocated site (Location 8 North of Broomfield) lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). Location 8 is considered in close proximity to Chelmsford's largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p> <p>The Council's SHELAA identifies that this site has a capacity of 76 dwellings so by itself would not be a reasonable alternative to the allocated site. In combination with CFS181, it could deliver a large development although this site has also been rejected for reasons set out above. When compared to the allocated site, it also complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Broomfield. There is limited capacity at local schools, and limited highway capacity with no significant transport intervention available.</p>
<p>Broomfield 15SLAA13, 15SLAA47 and CFS181 Cluster</p>	<p>The allocated site (Location 86 North of Broomfield) lies directly adjacent to Broomfield village and the B1008 (a main link into Chelmsford City Centre from the north). Location 8 is considered in close proximity to Chelmsford's largest employer - Broomfield Hospital and Chelmer Valley Secondary School.</p>



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	When compared to the allocated site in Broomfield, these sites comply less well with the Spatial Principles and Spatial Strategy in particular due to the impact on and the capacity of the local road network and relative remoteness from the strategic road network and by not respecting the pattern of the existing settlement of Broomfield. They are less well connected into the existing local road network, would result in more isolated development in the countryside and potentially be more harmful in landscape terms. They would deliver significantly more development than being proposed in Broomfield. There is limited capacity at local schools, and limited highway capacity with no significant transport intervention available.
Ford End CFS93	<p>This site reference covers two parcels. The southern portion of the northern parcel of this site comprises the preferred site to accommodate around 20 new homes on up to a hectare of land. It accords with the Spatial Strategy to help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>The remaining non-allocated part extends to the south. It is further away from the DSB and would not respect the existing settlement pattern of Ford End. The full site is greater than 1 hectare in size. The site is also less supported by the Plan evidence base i.e. The Landscape Sensitivity and Capacity Study 2023 which identifies it as having high landscape sensitivity.</p>
Ford End CFS216	<p>The northern portion of this site comprises the preferred site to accommodate around 20 new homes on up to a hectare of land. It accords with the Spatial Strategy to help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>The remaining non-allocated part and the southern parcel extend to the south. They are further away from the DSB and would not respect the existing settlement pattern of Ford End. The full site is greater than 1 hectare in size.</p>
Ford End CFS24	The development would result in isolated development to the north of the village. When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Ford End.
Ford End CFS217	When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Ford End and being potentially more harmful in landscape terms. The site is less supported by the Plan evidence base i.e. The Landscape Sensitivity and Capacity Study 2023 which identifies it as having high landscape sensitivity.
Ford End CFS281	When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Ford End.
Ford End 17SLAA15	When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Ford End.
Ford End CFS215	When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Ford End and being potentially more harmful in landscape terms. The site is less supported by the Plan evidence base i.e. The Landscape Sensitivity and Capacity Study 2023 which identifies it as having high landscape sensitivity.
Bicknacre 21SHELAA49	<p>The eastern portion of this site comprises the preferred site to accommodate around 20 new homes on up to a hectare of land. It accords with the Spatial Strategy to help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>The remaining non-allocated extends to the west. It is further away from the DSB and would not respect the existing settlement pattern of Bicknacre. The full site is greater than 1 hectare in size.</p>



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Bicknacre 21SHELAA75	<p>The south eastern portion of this site comprises the preferred site to accommodate around 20 new homes on up to a hectare of land. It accords with the Spatial Strategy to help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>The remaining non-allocated extends to the west and north. It would not respect the existing settlement pattern of Bicknacre. The full site is greater than 1 hectare in size.</p>
Bicknacre CFS104 (East of village)	<p>This site was subject to a planning appeal for 110 dwellings (Appeal Ref: APP/W1525/W/153129306). The Inspector dismissed the appeal concluding that the proposal would harm the character and appearance of the surrounding area and the rural setting of the village, and in this regard, would fail to comply with paragraph 17 of the NPPF (at that time). The Inspector also found that the adverse impacts of the proposal would significantly and demonstrably outweigh the benefits. As such, this site has been rejected by the Council.</p>
Bicknacre CFS46 (North East of village)	<p>The development would result in backland development to the north of the village. When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Bicknacre.</p>
Bicknacre 15SLAA29 (North East of village)	<p>The development would result in backland development to the north of the village. When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Bicknacre. It would also be less well connected to the existing village.</p>
Bicknacre CFS158	<p>When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Bicknacre. This site would result in more isolated development in the countryside. It would also have poorer access and connectivity to services and facilities available in Bicknacre village.</p>
Bicknacre 21SHELAA76	<p>The development would result in backland development to the north of the village. When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Bicknacre.</p>
Bicknacre 18SLAA20	<p>The development would result in backland development to the north of the village. When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Bicknacre.</p>
Bicknacre 21SHELAA94	<p>The development would result in backland development to the north of the village. When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Bicknacre. It would also have poorer access and connectivity to services and facilities available in Bicknacre village.</p>
Bicknacre 15SLAA43	<p>The western portion of this site comprises an existing commitment for specialist residential development that will be rolled over in the new Local Plan (Location 12 St Giles). This will complement the existing specialist residential provision available at this location.</p> <p>When compared to the preferred site, remainder of this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Bicknacre. The site is also less supported by the Plan evidence base i.e. The Landscape Sensitivity and Capacity Study 2023 which identifies it as having high landscape sensitivity.</p>
Bicknacre 21SHELAA17	<p>When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of Bicknacre. This site would result in more isolated development in the countryside. It would also have poorer access and connectivity to services and facilities available in Bicknacre village.</p>



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<p>Danbury – 15SLAA45, 15SLAA46, 15SHELAA95, 18SLAA4, CFS18, CFS39, CFS58, CFS116, CFS243, CFS159, CFS173, CFS274, CFS188, 21SHELAA27, 21SHELAA30, 21SHELAA43, 21SHELAA50, 21SHELAA67, 21SHELAA82</p>	<p>There are no proposed site(s) proposed in Danbury as these will be identified through the emerging Neighbourhood Plan.</p> <p>The sites selected for assessment in the IIA are identified in the SHELAA having been submitted through the Council's 'call for sites' processes. It will be for the Danbury community and other stakeholders to consider this information and use it to inform the selection of preferred development site(s) for future growth.</p>
<p>East Hanningfield CFS68</p>	<p>This site comprises the preferred site to accommodate around 20 new homes on up to a hectare of land. It accords with the Spatial Strategy to help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>It is adjacent to the DSB and respects the existing settlement pattern of East Hanningfield.</p>
<p>East Hanningfield 15DM14</p>	<p>The western portion of this site comprises the preferred site to accommodate around 20 new homes on up to a hectare of land. It accords with the Spatial Strategy to help the Council meet the requirement to identify land to accommodate 10% of the housing requirement on sites no larger than 1 hectare.</p> <p>The exact siting remains to be confirmed, as the full site is slightly larger than 1 hectare in size.</p>
<p>East Hanningfield CFS132</p>	<p>When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of East Hanningfield. This site would result in more isolated development in the countryside. It would also have poorer access and connectivity to services and facilities available in East Hanningfield village.</p>
<p>East Hanningfield 17SLAA7</p>	<p>When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of East Hanningfield. This site would result in more isolated development in the countryside. It would also have poorer access and connectivity to services and facilities available in East Hanningfield village.</p>
<p>East Hanningfield 15SLAA36</p>	<p>When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of East Hanningfield. This site would result in more isolated development in the countryside. It would also have poorer access and connectivity to services and facilities available in East Hanningfield village.</p>
<p>East Hanningfield CFS130</p>	<p>When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of East Hanningfield, and being potentially more harmful in landscape terms. The site is less supported by the Plan evidence base i.e. The Landscape Sensitivity and Capacity Study 2023 which identifies it as having high landscape sensitivity. This site would result in more isolated development in the countryside. It would also have poorer access and connectivity to services and facilities available in East Hanningfield village.</p>
<p>East Hanningfield 15SLAA34</p>	<p>When compared to the preferred sites, this site complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of East Hanningfield. This site would result in more isolated development in the countryside. It would also have poorer access and connectivity to services and facilities available in East Hanningfield village.</p>
<p>CUA – 17SLAA29</p>	<p>The site comprises an existing and proposed Employment Area. It complies less well with the Spatial Principles by reducing residents access to employment.</p>



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SWF CFS282 (now 17SLAA30)	The southern area of this site comprises the allocated site (North of SWF - Location 10). The remaining part of the alternative site extends further northwards. When compared to the allocated site, this area complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of SWF. Development of the wider site would erode the gap between Woodham Ferrers and SWF Urban Area harming their distinct settlement characteristics and risking their coalescence.
SWF CFS280	The majority of the site comprises the allocated site (North of SWF - Location 10). The remaining part of the alternative site extends further northwards. When compared to the allocated site, this area complies less well with the Spatial Principles and Spatial Strategy in particular by not respecting the pattern of the existing settlement of SWF. Development of the wider site would erode the gap between Woodham Ferrers and SWF Urban Area harming their distinct settlement characteristics and risking their coalescence.
SWF 17SLAA12	The Council's SHELAA identifies that this site has a capacity of 72 dwellings so by itself would not be a reasonable alternative to the allocated site. In combination with the allocated site, it could deliver a larger development. However, the site is severed from the allocated site by open space and Local Wildlife Site designations. It is also within a very prominent location considered an area of high landscape sensitivity. The Council has also not been advised that the site promoters are working together to promote a joint development. When compared to the allocated site, it complies less well with the Spatial Principles and Spatial Strategy and is less well connected into the existing local road network.
SWF 21SHELAA4	The Council's SHELAA identifies that this site has a capacity of 862 dwellings so by itself would not be a reasonable alternative to the allocated site. In combination with the allocated site, it could deliver a larger development. When compared to the allocated site, it complies less well with the Spatial Principles and Spatial Strategy and is less well connected into the existing local road network and further from facilities available in SWF.
Chatham Green 21SHELAA66	The Council's SHELAA assessment identifies that this site has a capacity of 2384 dwellings. However, the site is less supported by the Plan evidence base i.e. The Landscape Sensitivity and Capacity Study 2023 which identifies the majority of the site as having high landscape sensitivity. It complies less well with the Spatial Principles and Spatial Strategy as it is remote from facilities available in Chelmsford City Centre with limited sustainable accessibility. There is limited wastewater capacity to accommodate this development (Water Cycle Study 2024).
Chatham Green 21 SHELAA65 and 21 SHELAA84	The Council's SHELAA assessment identifies that these sites have a combined capacity of 1915 dwellings. However, the site is less supported by the Plan evidence base i.e. The Landscape Sensitivity and Capacity Study 2023 which identifies the majority of the site as having high landscape sensitivity. It complies less well with the Spatial Principles and Spatial Strategy as it is remote from facilities available in Chelmsford City Centre with limited sustainable accessibility. There is limited wastewater capacity to accommodate this development (Water Cycle Study 2024).
Chatham Green Cluster 21SHELAA66, 21SHELAA65, 21SHELAA84	When compared to allocated sites, including 16a. Hammonds Farm which is allocated for 3,000 dwellings, these sites have a combined capacity of 4299 dwellings. However, the site would have a greater impact on the strategic road network than other options, and a greater cross boundary impact on the A131 to/from the Braintree district than other options. The sites are also less supported by the Plan evidence base i.e. The Landscape Sensitivity and Capacity Study 2023 which identifies the majority of the combined site area as having high landscape sensitivity. It complies less well with the Spatial Principles and Spatial Strategy due to its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car, landscape capacity and sensitivity concerns and capacity limits at the wastewater recycling facilities serving the area (Water Cycle Study 2024).
Development growth in the Green Belt	Sufficient and suitable land is available outside the Green Belt to meet the development needs within the Council's administrative area in a sustainable way. It would also undermine the protection of the Green Belt by national planning policy. This approach has therefore been rejected by the Council.

**APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES**

Development growth in the Green Wedge	The Green Wedge is a locally important designation following the river valleys which have been enshrined in Chelmsford development plans since 2008 and has helped shape Chelmsford’s growth. Changes to the Green Wedge boundaries to allow development growth has been discounted as sufficient and suitable land is available outside the Green Wedge to meet the area’s development needs in a sustainable way. This approach has therefore been rejected by the Council.
<b>Alternative Spatial Strategy – Expand the existing development allocations within the adopted Spatial Strategy with further expansion of North East Chelmsford (Chelmsford Garden Community)</b>	<b>This differs from the preferred Spatial Strategy by substituting the proposed new East Chelmsford Garden Community (Hammonds Farm) with further expansion of existing adopted strategic development allocations including North East Chelmsford (Chelmsford Garden Community).</b>
Broomfield	The impact on and the capacity of the local road network and relative remoteness from the strategic road network.
East Chelmsford	The need to prevent coalescence with Sandon Village as identified in the adopted Sandon Neighbourhood Plan.
West Chelmsford	The impact on and the capacity of the local road network and relative remoteness from the strategic road network.
Great Leighs	Landscape capacity and sensitivity concerns and the capacity limits of the wastewater recycling facilities serving the area.
North-East Chelmsford Garden Community	Promoted development sites are not deliverable within the plan period given permitted mineral extraction and land remediation works.
South Woodham Ferrers	The impact on and the capacity of the strategic and local road network and capacity limits of the wastewater recycling facilities serving the area.
<b>Alternative Spatial Strategy – Growth along transport corridors at Chatham Green, Boreham, Howe Green and Rettendon</b>	<b>This differs from the preferred Spatial Strategy by substituting the East Chelmsford Garden Community with growth at Chatham Green and expansion of Boreham, Howe Green and Rettendon Common.</b>
Boreham	The impact on the local road network, landscape capacity and sensitivity concerns and uncertainty whether the promoted development would generate the need for a new primary school given the acute lack of existing primary school capacity.
Chatham Green	Its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car, landscape capacity and sensitivity concerns and capacity limits at the wastewater recycling facilities serving the area.
Howe Green	Its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car, the impact on the local road network and the lack of strategic highway capacity at Junction 17 of the A12.



## APPENDIX G – APPRAISAL OF PROPOSED SITE ALLOCATIONS AND REASONABLE ALTERNATIVES

Rettendon Common	Its relative isolation from existing services and facilities and the strategic road and transport network which would lead to higher reliance on the use of the private car.
Rettendon Place	The settlement is constrained by the Green Belt to south and west, its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car and landscape capacity and sensitivity concerns.
<b>Locations which could have formed part of an alternative Spatial Strategy – Other Key Service and Service Settlements outside the Green Belt</b>	<b>The preferred Spatial Strategy allocates small housing sites at Ford End, East Hanningfield and Bicknacre and an allocation of around 100 new homes at Danbury being allocated through the Danbury Neighbourhood Plan.</b>
Great Waltham	No sites with a capacity of 10 or more homes have been promoted.
Little Waltham	Promoted sites either fall within the Green Wedge, have a negative impact on the local highway network, would not support the provision of a new primary school and/or create coalescence with the development at Chelmsford Garden Community.
Woodham Ferrers	No sites are promoted which are adjacent to the settlement boundary.
<b>Alternative Spatial Strategy - Employment development at Howe Green (Junction 17 of the A12)</b>	<b>This differs from the preferred Spatial Strategy by substituting strategic employment growth at Land adjacent to A12 Junction 18 with land at Howe Green (around Junction 17 of the A12).</b>  This option has been rejected given the lack of strategic highway capacity at Junction 17 of the A12 and no deliverable junction improvements planned to accommodate strategic scale employment growth at this location. This location has lower landscape capacity to accommodate employment development compared with the Council's preferred option at Location 16b.

**APPENDIX H – APPRAISAL OF LOCAL PLAN POLICIES AND ALTERNATIVES CONSIDERED**

**Key to Appraisals**

Score	Description	Symbol
Significant Positive Effect	The policy contributes significantly to the achievement of the objective.	<b>++</b>
Minor Positive Effect	The policy contributes to the achievement of the objective but not significantly.	<b>+</b>
Neutral	The policy does not have any effect on the achievement of the objective	<b>0</b>
Minor Negative Effect	The policy detracts from the achievement of the objective but not significantly.	<b>-</b>
Significant Negative Effect	The policy detracts significantly from the achievement of the objective.	<b>--</b>
No Relationship	There is no clear relationship between the policy and the achievement of the objective or the relationship is negligible.	<b>~</b>
Uncertain	The policy has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.	<b>?</b>

NB: where more than one symbol/colour is presented in a box it indicates that the appraisal has identified both positive and negative effects. Where a box is coloured but also contains a '?', this indicates uncertainty over whether the effect could be a minor or significant effect although a professional judgement is expressed in the colour used. A conclusion of uncertainty arises where there is insufficient evidence for expert judgement to conclude an effect.

## CHAPTER 4 – OUR VISION AND SPATIAL PRINCIPLES

Strategic Policy S1 – Spatial Principles

## CHAPTER 5 - CREATING SUSTAINABLE DEVELOPMENT

Strategic Policy S2 – Addressing Climate Change and Flood Risk

Strategic Policy S14 – Health and Wellbeing

Strategic Policy S15 – Creating Successful Places

Strategic Policy S3 – Conserving and Enhancing the Historic Environment

Strategic Policy S4 – Conserving and Enhancing the Natural Environment

Strategic Policy S5 – Protecting and Enhancing Community Assets

### Spatial Principles S1 and Strategic Policies S2-S5 and S14-S15: Creating Sustainable Development – Addressing Sustainability

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
<b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.	++	+	0	++	+	++	+	++	<u>Likely Significant Effects</u> The Chelmsford City Council Administrative Area (the City Area) has a rich and diverse biodiversity including three designated European sites: Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA; Crouch and Roach Estuaries Ramsar; and the Essex Estuaries SAC and eight SSSIs as well as a range of LNRs and LoWSs. It also contains examples of 14 of the 20 habitats included in the Essex Biodiversity Action Plan. Its extensive green infrastructure includes the valleys and flood plain of the Rivers Chelmer, Wid and Can. The policies in this section will help to protect and enhance the Chelmsford City Area’s biodiversity and green infrastructure. In particular, Policy S4 specifically concerns the protection and enhancement of networks of biodiversity and green infrastructure in the Chelmsford City Area including designated sites. It



**APPENDIX H – APPRAISAL OF LOCAL PLAN POLICIES**

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
									<p>sets out that, “The Council will plan for a well-connected multifunctional network of green and blue infrastructure which protects, enhances and, restores ecosystems and allows nature recovery across the Council’s area. The garden community developments will be required to deliver 20% Biodiversity Net Gain, other qualifying development will be required to deliver a minimum 10% Biodiversity Net Gain. The needs and potential of biodiversity will be considered together with those of natural, historic and farming landscapes, the promotion of health and wellbeing, sustainable travel, water management including water resources, and climate change adaptation.” The protection of water quality and use of SUDS, as supported by the reasoned justification to this policy, can also protect biodiversity promote opportunities for habitat and species enhancement in the area. Overall, Policy S4 has therefore been assessed as having a significant positive effect on this objective.</p> <p>Policy S2, meanwhile, may generate positive effects on biodiversity by reducing greenhouse gas emissions and supporting climate change adaptation. Policy S7 will help to ensure that existing green spaces are protected and that provision is made as part of new residential and employment development. These spaces will provide important elements of green infrastructure in the Chelmsford City Area which can also provide habitats for a variety of species. Overall, Policies S2, and S7 have been assessed as having a positive effect on this objective.</p> <p>Policy S1 seeks to protect the Green Belt from inappropriate development and overall seeks to encourage development outside of it, protecting the Green Belt’s biodiversity, habitats, and geodiversity. Policy S1 also seeks to ensure development utilises existing and planned infrastructure effectively to ensure unneeded infrastructure is not built. Policy S1 does specifically make reference to the preservation and enhancement of biodiversity. A significant positive effect is identified.</p> <p>Policy S14 seeks to ensure development maximises its use of green infrastructure and green open space/play spaces. For larger residential developments (100+ dwellings), the policy goes further, seeking to increase the opportunities for orchards and the growing of food on land, which can help local biodiversity species, alongside reaffirming the need for green space. A significant positive effect is therefore identified.</p> <p>Policy S15 seeks to ensure development is high quality, which could help to protect and conserve biodiversity assets and create spaces for biodiversity. A minor positive effect is therefore identified.</p>

**APPENDIX H – APPRAISAL OF LOCAL PLAN POLICIES**

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
									<p>Policy S3 has been assessed as having a neutral effect on this objective. Cumulatively, the policies in this section have been assessed as having a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	+/-/?	0	-/?	-/?	0	++/-/?	++/-/?	++/-/?	<p><b>Likely Significant Effects</b></p> <p>The conservation and enhancement of the historic environment (Policy S3) and natural environment (Policy S4) may restrict the delivery of housing and in consequence, negative effects have been identified (with uncertainties) in respect of these policies (although this would be dependent on the exact location of development proposals).</p> <p>Policy S2 and S5 are considered to have a neutral effect on achievement of this objective.</p> <p>Policy S1 seeks to ensure all development is well-connected and located in sustainable locations, ensure new housing developments are well sited. However, the policy does also put in place potential barriers to housing development through, for example, seeking to locate development outside of the Green Belt and having other landscape/historic/flood risk requirements. A mixture of minor positive and minor negative effect with uncertainties is therefore identified.</p> <p>Policy S14 contains considerable requirements for housing developments to meet to ensure they create well designed housing development with the needed services and access to recreational space. These requirements could constrain potential housing development, though to what degree that would happen is uncertain. However, Policy S14 would also provide considerable benefits by ensuring housing developed meets the needs of current and future residents of Chelmsford and help improve their lives and the built environment. A</p>

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
									<p>significant positive with minor negative and uncertain effects are therefore identified.</p> <p>Policy S15 would ensure housing development is attractive, high quality, accessible, inclusive and safe. Whilst such requirements are potentially demanding, the end housing product would be highly desirable and better for the built environment and its residents. A significant positive with minor negative and uncertain effects are therefore identified.</p> <p>Overall, the policies in this section are considered to have a mixed significant positive and minor negative effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which the protection and enhancement of the historic environment and natural environment restrict housing delivery is uncertain.</li> <li>The extent to which the requirements of Policy S14 would hinder housing development is uncertain.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	+/-/?	0	-/?	-/?	++	++	++	++/-/?	<p><b>Likely Significant Effects</b></p> <p>The implementation of Policy S5 and Policy S14 will help to ensure the protection of existing, and provision of new, educational facilities and access to employment that will support improvements in skills and training across the area and the provision of accessible employment opportunities.</p> <p>Policies S5 and S14 have therefore been assessed as having a significant positive effect on this objective.</p> <p>The conservation and enhancement of the historic environment (Policy S3) and natural environment (Policy S4) may restrict the delivery of employment land and in consequence, negative effects (with uncertainties) have been identified in respect of these policies (although</p>

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
									<p>this would be dependent on the exact location of development proposals).</p> <p>Policy S2 has been assessed as having a neutral effect on this objective.</p> <p>Policy S1 seeks to ensure all development is well-connected and located in sustainable locations, ensure new employment developments are well sited. Accessible/easy to get to employment development is very important for aiding in economic growth. However, the policy does also put in place potential barriers to employment development through, for example, seeking to locate development outside of the Green Belt and having other landscape/historic/flood risk requirements. A mixture of minor positive and minor negative effect with uncertainties is therefore identified.</p> <p>Policy S15 requires development to be attractive, high quality, accessible, inclusive and safe, which would create highly desirable economic and educational/skills development that can be used by anyone. Significant positive effects are therefore identified.</p> <p>Overall, the policies in this section are considered to have a mixed significant positive and minor negative effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which the protection and enhancement of the historic environment and natural environment restrict employment land delivery is uncertain.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and</p>	+	0	+	0	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>There is a high concentration of services and facilities within Chelmsford City Centre, a good range at South Woodham Ferrers, and a more limited range available at the Principal Neighbourhood Centres of Newlands Spring, Chelmer Village, Vineyards (Great Baddow),</p>

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
<p>support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>									<p>Moulsham Lodge/Gloucester Avenue and Beaulieu Park. In the rural areas beyond the Green Belt, the settlements of Bicknacre, Broomfield, Boreham, Danbury and Great Leighs have access to a good range of facilities and are located on important public transport corridors.</p> <p>The policies in this section of the Local Plan Preferred Options will serve to protect these existing services and facilities and support new provision, enabling regeneration and reducing levels of deprivation.</p> <p>Policies S5 and S14 have therefore been assessed as having a significant positive effect on this objective.</p> <p>Policy S5 will help to protect and conserve character of urban areas and the public realm. Policies S2 and S5 have therefore been assessed as having a minor positive effect on this objective.</p> <p>Policy S1 would provide minor positive effects through ensuring development is deliverable whilst balancing the need to create better spaces through meeting the policies many requirements.</p> <p>Policy S15 requires development to be attractive, high quality, accessible, inclusive and safe, which can help to promote sustainable living, tackle deprivation and improve urban/rural centres. Significant positive effects are identified.</p> <p>Policies S2 and S4 have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies of this section will have a significant positive effect on achieving this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	<p>++</p>	<p>+</p>	<p>0</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The Public Health England 2015 Health Profile for Chelmsford identified that, overall, the health of Chelmsford’s population is generally good. However, there are inequalities within the area. In this context, the policies of this section will help to promote healthy lifestyles and protect and enhance health services.</p> <p>Policy S4, meanwhile, will help to ensure that new development does not affect water quality and will protect and enhance green infrastructure, thereby supporting the health of Chelmsford City Area’s communities. Policy S5 will ensure that existing healthcare facilities and open space are protected and that new residential development is accompanied by commensurate facilities, including health facilities, as an integral part of the development. Policies S4 and S5 have therefore been assessed as having a significant positive effect on this objective.</p> <p>Policy S2 will ensure new development is (inter alia) designed to reduce greenhouse gas emissions and is safe from all types of flooding. Policy S2 has therefore been assessed as having a minor positive effect on this objective.</p> <p>Policy S5 has been assessed as having a neutral effect on this objective.</p> <p>Policy S1 would ensure development is well-connected and sustainably located, alongside conserving, and enhancing health and wellbeing supporting elements such as biodiversity, historic environment, better built environment and more. A significant positive effect is therefore identified as the requirements contained within S1 would all help to improve the health and wellbeing of current and future residents.</p> <p>Policy S14 is specifically dedicated to trying to improve the health and wellbeing of the residents of Chelmsford, ranging in requirements from seeking more health facilities, encouraging health living/lifestyles and more. A significant positive is identified.</p> <p>Policy S15 requires development to be attractive, high quality, accessible, inclusive and safe, which can encourage more active/healthier lifestyles for more people. Significant positive effects are identified.</p> <p>Cumulatively, the policies of this section will have a significant positive effect on the achievement of this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>
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**APPENDIX H – APPRAISAL OF LOCAL PLAN POLICIES**

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
									<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	++	+	0	0	+	++/?	++/?	++/?	<p><b>Likely Significant Effects</b></p> <p>Policy S2 sets out that the Council will encourage new development that reduces the need to travel, thereby explicitly supporting the achievement of this objective and generating a significant positive effect.</p> <p>The integration of community facilities with new development, as required by Policy S5, may also help to reduce the need to travel to access such facilities. Policy S5 has therefore been assessed as having a minor positive effect on this objective.</p> <p>Policies S5 and S6 have been assessed as having a neutral effect on this objective.</p> <p>Policy S1 requires development to be well-connected and in a sustainable location. This helps to ensure new development has sufficient infrastructure and is in a location that could accommodate such infrastructure or rely on existing infrastructure. The policy is also supportive of innovative infrastructure solutions. A significant positive effect is identified.</p> <p>Policy S14 and Policy S15 would both encourage active travel and seek to ensure the built environment encourages active travel and healthier lifestyles. Such forms of travel are the most sustainable (walking/cycling). Significant positive effects with uncertainties are therefore identified.</p> <p>Overall, the policies of this section will have a significant positive effect on achievement of the objective.</p> <p><b>Uncertainties</b></p>

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
									<ul style="list-style-type: none"> <li>Policies S14 and S15 would both encourage active and sustainable travel but it is not known to what degree this will be achieved as it is based on development helping to achieve these goals.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	+/-/?	0	0	0	0	0	+	+/-/?	<p><b>Likely Significant Effects</b></p> <p>The majority of the policies in this section are considered to have a neutral effect on this objective. Policy S15 has the potential to generate a minor positive effect due to it requiring development to be of high quality, which implies any developments use of land/soils would be well considered.</p> <p>Policy S1 seeks to encourage development outside of the Green Belt and located development within sustainable locations. However, the policy also does allow for the creation of development within the Green Belt where it is suitable. The development allowed for within the policy could therefore see the use of high-quality agricultural land, though it is noted that the policy also encourages the use of previously developed land. A mixture of minor positive and minor negative effects with uncertainties is identified.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies of this section will have a significant positive effect on achievement of the objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (besides those identified above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

**APPENDIX H – APPRAISAL OF LOCAL PLAN POLICIES**

I/A Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	0	++	0	++	0	0	+	++	<p><b>Likely Significant Effects</b></p> <p>New development will place pressure on water resources. In this context, Policy S2 will help to promote the efficient use of natural resources including water. Policy S4, meanwhile, will help to ensure that new development does not contribute to water pollution and, where appropriate, enhances water quality. It also requires water management measures. Policies S2 and S4 have therefore been assessed as having a significant positive effect on this objective.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective, besides Policy S15, which would have a minor positive effect due to it seeking development to be of high quality.</p> <p>Remaining policies are considered to have neutral effects.</p> <p>Overall, the policies contained in this section are considered to have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	++	++	0	++	0	0	+	++	<p><b>Likely Significant Effects</b></p> <p>The 2017 Strategic Flood Risk Assessment (SFRA) for the Chelmsford City Area highlights that Chelmsford has been subject to flooding from several sources of flood risk, including a significant fluvial event affecting Chelmsford City in 1947 and South Woodham Ferrers significantly affected by the 1953 North Sea storm surge. The primary fluvial flood risk is associated with the River Chelmer and its tributaries. The main urban area at risk is Chelmsford City. Other areas that are shown to be at risk include Margaretting, Bicknacre and Writtle. The primary tidal flood risk is associated with the tidal River Crouch, Fenn Creek and Clements Green Creek. The main urban area at risk is South Woodham</p>



**APPENDIX H – APPRAISAL OF LOCAL PLAN POLICIES**

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
									<p>Ferrers. However, much of the area benefits from defences consisting of sea walls and embankments.</p> <p>Policy S2 specifically concerns climate change and flood risk and sets out that the Council will require that all development is safe from all types of flooding and that appropriate mitigation measures are identified, secured and implemented. In consequence, Policy S2 has been assessed as having a significant positive effect on this objective. Similarly, Policy S1 specifically requires development to avoid or manage any flood risk and thus is also identified as having significant positive effects.</p> <p>Enhancing green infrastructure through Policy S4 can positively contribute to addressing flood risk in the Chelmsford City Area including by providing space for flood storage and increased infiltration. As recognised in the reasoned justification to Policy S4, the integration of SUDS can also help to mitigate flood risk. This policy also requires the appropriate management water on sites. Policy S4 is therefore considered to have a significant positive effect on this objective.</p> <p>The remaining policies of this section have been assessed as having a neutral effect on this objective, besides Policy S15, which would have a minor positive effect due to it seeking development to be of high quality.</p> <p>Cumulatively, the policies of this section are considered to have a significant positive effect on achieving this objective..</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
<p><b>10. Air:</b> To improve air quality.</p>	++	++	0	+	0	+	+	++	<p><b><u>Likely Significant Effects</u></b></p> <p>By supporting proposals which reduce the need to travel (and associated emissions to air) and are designed to reduce greenhouse gas emissions, Policy S2 will help to maintain and enhance air quality in the Chelmsford City Area. This has been assessed as having a significant positive effect on this objective.</p> <p>Policy S5 seeks to promote community inclusion and ensure that both existing and new community facilities are accessible. This is likely to help reduce the need to travel. They have therefore been assessed as having a positive effect on this objective. The provision of open space can also provide 'green lungs' that can assist in maintaining and improving air quality. Policies S14 and S15 similarly seek to encourage the use of sustainable/active forms of transport, with Policy S14 specifically stating it would like to ensure residents of Chelmsford do not experience air quality issues.</p> <p>Policy S1 would help to improve air quality through reducing potential emissions from travelling by ensuring new development is in sustainable locations and well-connected. It also specifically requires development to reduce any potential carbon emissions produced. A significant positive effect is identified.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Cumulatively, the policies in this section are considered to have a significant positive effect on achieving this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	++	++	0	+	0	+	+	++	<p><b><u>Likely Significant Effects</u></b></p> <p>Policy S2 provides the overarching policy to help mitigate and adapt to the effects of climate change. It will help to ensure that new development reduces the need to travel (and associated greenhouse gas emissions) and promotes resource (including water) efficiency. It will also ensure that development is safe from flood risk and not to worsen flood risk elsewhere. The policy has therefore been assessed as having a significance positive effect on this objective.</p> <p>Policy S4 is also considered to have a significant positive effect on this objective. Enhancing green infrastructure can positively contribute to addressing flood risk in the Chelmsford City Area including by providing space for flood storage and increased infiltration. The integration of SUDS can also help to mitigate flood risk. This policy also requires the appropriate management of water on sites.</p> <p>Policy S7 promote community inclusion and ensure that both existing and new community facilities are accessible. This is likely to help reduce the need to travel (and associated greenhouse gas emissions) and they have therefore been assessed as having a positive effect on this objective. Policies S14 and S15 are similar, seeking to encourage the use of sustainable/active forms of transport.</p> <p>Policy S1 would help to tackle climate change through reducing potential emissions from travelling by ensuring new development is in sustainable locations and well-connected. It also specifically requires development to reduce any potential carbon emissions produced. It also requires development to not be at risk of flooding or mitigate any potential flood risks. A significant positive effect is identified.</p> <p>Policies S5 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the effect of the policies in this section on achieving this</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>



**APPENDIX H – APPRAISAL OF LOCAL PLAN POLICIES**

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
									<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	0	++	0	+	0	0	+	++	<p><b>Likely Significant Effects</b></p> <p>Policy S2 encourages new development that minimises the use of natural resources which has been assessed as having a significant positive effect on this objective.</p> <p>Policy S4, meanwhile, will ensure that development does not contribute to the pollution of water and seeks enhancements to water quality where appropriate. Policy S15 would seek to ensure development is of high quality, which could help to minimise the number of resources used in their construction, alongside minimise the amount of waste produced.</p> <p>These policies have therefore been assessed as having a positive effect on this objective.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Cumulatively, the policies in this section will have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

I/A Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	++	0	++	0	0	0	+	++	<p><b><u>Likely Significant Effects</u></b></p> <p>The Chelmsford City Area’s cultural heritage is a key feature of the local authority area. There are 1,012 Listed Buildings, 19 Scheduled Monuments, 6 Registered Parks and Gardens and 25 Conservation Areas. There are also currently 1 Conservation Area, 1 Listed Building and 2 Scheduled Monuments on the Historic England ‘At Risk’ Register.</p> <p>Policy S3 is the overarching policy to conserve and enhance the historic environment. The policy will ensure a presumption in favour of the preservation and enhancement of heritage assets and their setting and a presumption in favour of protecting the significance of non-designated heritage assets are applied. This will help to protect and enhance the cultural heritage of the area and may help reduce the number of assets at risk. In consequence, the policy has been assessed as having a significant positive effect on this objective. Policy S1 is similar in that it would also have a significant positive effect through it requiring development to respect, preserve and enhance the historic environment a new development could affect.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective, besides Policy S15, which would have a minor positive effect due to it seeking development to be of high quality.</p> <p>The policies in this section are considered to have a significant positive effect on achievement of this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>14. Landscape and Townscape:</b> To conserve and enhance</p>	++	0	++	++	+	0	+	++	<p><b><u>Likely Significant Effects</u></b></p> <p>Policy S4 seeks to conserve and enhance the natural environment by (inter alia) directing development away from landscapes of ecological value. This will help to conserve the landscape of the Chelmsford City Area. The conservation and enhancement of the historic environment</p>

**APPENDIX H – APPRAISAL OF LOCAL PLAN POLICIES**

IIA Objective	S1	S2	S3	S4	S5	S14	S15	Cumulative Effect	Commentary
landscape character and townscapes.									<p>(Policy S3) will also help to ensure that key historic features that contribute to the landscape and townscape of the area are protected and enhanced.</p> <p>Policies S3 and S4 have therefore been assessed as having a significant positive effect on this objective. Policy S1 is similar in that it would also have a significant positive effect through it requiring development to respect, preserve and enhance the landscapes a new development could affect.</p> <p>Policy S5 promotes the provision of open space which can provide landscape and amenity value and mitigate adverse impacts associated with new development.</p> <p>Policy S15 seeks to ensure development is of high quality, ensuring development considers its landscape effects. Overall, these policies have been assessed as having a minor positive effect on this objective.</p> <p>Policies S2 and S14 are considered to have a neutral effect.</p> <p>The policies in this section are considered to have a significant positive effect on this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>• None identified (except those above).</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

**Strategic Policy S6 - Housing Requirement: 22,800 dwellings, 36-77 permanent pitches for Gypsies and Travellers and 25 permanent plots for Travelling Showpeople**

IIA Objective	Guide Questions	Score	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	<ul style="list-style-type: none"> <li>• Will it conserve and enhance international designated nature conservation sites (Special Areas of Conservation, Special Protection Areas and Ramsars)?</li> <li>• Will it conserve and enhance nationally designated nature conservation sites such as Sites of Special Scientific Interest?</li> <li>• Will it conserve and enhance Local Nature Reserves, Local Wildlife Sites and Ancient Woodland?</li> <li>• Will it avoid damage to, and protect, geologically important sites?</li> <li>• Will it conserve and enhance species diversity, and in particular avoid harm to indigenous species of principal importance, or priority species and habitats?</li> <li>• Will it provide opportunities for new habitat creation or restoration and link existing habitats as part of the development process?</li> <li>• Will it enhance ecological connectivity and maintain and improve the green infrastructure network, providing green spaces that are well connected and biodiversity rich?</li> <li>• Will it provide opportunities for people to access the natural environment including green and blue infrastructure?</li> </ul>	<p>-1?</p>	<p><b>Likely Significant Effects</b></p> <p>Within the Chelmsford City Council administrative area (the City Area) there are three European sites: Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA; Crouch and Roach Estuaries Ramsar; and the Essex Estuaries SAC together with four additional sites within approximately 10km. In addition, there are eight Sites of Special Scientific Interest (SSSI) covering an area of 2,412.77 hectares (ha) including the River Ter; Newney Green Pit; Blake’s Wood &amp; Lingwood Common; Woodham Walter Common; Danbury Common; Thrift Wood, Woodham Ferrers; Hanningfield Reservoir; and Crouch and Roach Estuaries. There are also six Local Nature Reserves (LNRs) and 150 Local Wildlife Sites (LoWS).</p> <p>It is assumed that residential development would not directly affect these designated sites although housing growth could have indirect negative effects on these assets due to, for example, disturbance arising from increased recreational activity and wild bird and mammal loss from cat predation. However, this would be dependent on the exact location of future development, the proximity of the development to the designated sites and the ease of access to the sites. In this regard, the HRA of the Review of the Local Plan Preferred Options highlights that those European sites that are associated with the Mid-Essex coast estuaries (i.e. Crouch and Roach Estuaries SPA / Ramsar; Blackwater Estuary SPA / Ramsar; Foulness SPA / Ramsar; Dengie SPA / Ramsar; and the associated areas of the Essex Estuaries SAC) plus the Thames Estuary and Marshes SPA / Ramsar and Benfleet and Southend Marshes SPA / Ramsar are potentially vulnerable to regional ‘in combination’ effects due to visitor pressure, to which the Local Plan will contribute. The HRA also identifies that growth has the potential to contribute to ‘in combination’ air quality effects on sensitive sites (principally Epping Forest SAC). However, further assessment through the HRA has demonstrated that the ‘in combination’ contribution of the Local Plan is likely to be too small to be ‘significant’.</p> <p>Residential development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area will mean that greenfield land is required for development. The development of greenfield land could have a negative effect in relation to this objective (e.g. due to the direct loss of habitats or adverse impacts such as noise and emissions associated with the construction and occupation of new development). The magnitude of any negative effects in this regard will be dependent on the scale of greenfield land lost to development and the existing biodiversity value of the sites that would be affected. Notwithstanding the above, it should be noted that planning permission has already been granted for a proportion of the housing requirement and/or sites have been built out and it is assumed that impacts on biodiversity have been duly considered, including proximity to sensitive sites and species.</p>

IIA Objective	Guide Questions	Score	Commentary
			<p>Residential development may provide opportunities to enhance existing, or incorporate new, green infrastructure. This could potentially have a positive effect on this objective by improving the quality and extent of habitats and by increasing the accessibility of both existing and prospective residents to such assets.</p> <p>Overall, the housing requirement has been assessed as having a minor negative effect on this objective due to the potential for indirect, adverse effects on designated sites, and the loss of habitats from the use of greenfield land, although uncertainty remains with regard to the exact type, magnitude and duration of effects.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>For the Local Plan to be found sound it will need to demonstrate that it will not have a significant adverse effect on the integrity of a European site, or if it does and the Plan proceeds it will need to be demonstrated that there are imperative reasons of overriding public interest.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The magnitude of negative effects will be dependent on the scale of greenfield land lost to development and the existing biodiversity value of the sites that would be affected.</li> </ul>
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	<ul style="list-style-type: none"> <li>Will it meet the City's objectively assessed housing need, providing a range of housing types to meet current and emerging need for market and affordable housing?</li> <li>Will it reduce the level of homelessness?</li> <li>Will it help to ensure the provision of good quality, well designed homes?</li> <li>Will it deliver pitches required for Gypsies and Travellers and Travelling Showpeople?</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>According to the Council's Authority Monitoring Report (AMR) (2017), there has been an average completion rate of 595 dwellings per annum between 2001 and 2017. The AMR also notes that during the year 2016/2017 housing completion rates increased compared with the previous year (with 1,002 completions recorded) and that development activity continues to increase with commencements on the majority of the Council's strategic housing sites. The 2021-2022 AMR identified that 866 net new dwellings had been completed during this period against a target of 805. The 2022-2023 AMR predicts that 21,872 net new dwellings are needed by 2036 and states that the current housing trajectory indicates this target will be met.</p> <p>The Standard Method of calculating housing delivery was published by the Government in 2018 and has been used to calculate an updated housing requirement for Chelmsford. Through using this method, it is calculated that Chelmsford would need 953 homes per annum. However, this figure would not be sufficient to significantly boost the housing supply within Chelmsford, especially given Chelmsford City Council declared a housing crisis in February 2022. Therefore, the Standard Method has been adjusted up slightly to identify Chelmsford needs 1,000 net new homes per-year (19,000 net new homes over the plan period). Furthermore, a 20% supply buffer above these housing requirements was identified as needed. When considering this supply buffer, 22,800 new homes between the period of 2022-2041 should be provided.</p>

IIA Objective	Guide Questions	Score	Commentary
			<p>The Gypsy and Traveller Accommodation Assessment 2023 covers the period 2023 to 2041 and identifies a requirement of between 36-77 new permanent Gypsy and Traveller pitches and 24 permanent Travelling Showpeople plots.</p> <p>Overall, the housing requirement has been assessed as having a significant positive and effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which new housing development meets local needs will be dependent on the mix of housing delivered (in terms of size, type and tenure).</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	<ul style="list-style-type: none"> <li>Will it provide a flexible supply of high quality employment land to meet the needs of existing businesses and attract inward investment?</li> <li>Will it maintain and enhance economic competitiveness?</li> <li>Will it strengthen the convenience shopping role in Chelmsford City Centre and ensure that the neighbourhood and local centres continue to perform a strong convenience goods role which serves local needs?</li> <li>Will it support the growth of new sectors including those linked to the Anglia Ruskin University?</li> <li>Will it help to diversify the local economy?</li> <li>Will it provide good quality, well paid employment opportunities that meet the needs of local people?</li> <li>Will it improve the physical accessibility of jobs?</li> <li>Will it support rural diversification and economic development?</li> <li>Will it promote a low carbon economy?</li> <li>Will it reduce out-commuting?</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The construction of new dwellings would support the construction sector both within and outside the City Area and has the potential to create employment opportunities as well as increased economic activity in the local and wider supply chain. However, the extent to which the jobs created benefit the City Area’s residents will depend on the number jobs created and the recruitment policies of prospective employers. In the longer term (once development is complete), the increase in local population could boost the local labour market and increase economic activity in the local community.</p> <p>As part of the OAHN Study, an analysis of economic forecasts has been undertaken together with demographic projections to establish the inter-relationship between population growth, forecasts of new jobs and the number of new homes needed to accommodate these levels of growth. The Study concludes that, to meet an assessed requirement for 725 new jobs per year, 706 new homes per-year would be required. The housing requirement would meet and exceed this requirement and opportunities may also be provided for those who currently commute into the City Area to live in the area.</p> <p>Overall, the housing requirement has been assessed as having a significant positive effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.</li> </ul>

IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it improve access to training to raise employment potential?</li> <li>Will it promote investment in educational establishments?</li> </ul>		
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	<ul style="list-style-type: none"> <li>Will it support and enhance the City of Chelmsford by attracting new commercial investment and reinforcing the City's attractiveness?</li> <li>Will it encourage more people to live in urban areas?</li> <li>Will it enhance the public realm?</li> <li>Will it enhance the viability and vitality of South Woodham Ferrers town centre and principal and local neighbourhood centres?</li> <li>Will it tackle deprivation in the most deprived areas, promote social inclusion and mobility and reduce inequalities in access to education, employment and services?</li> <li>Will it support rural areas by providing jobs, facilities and housing to meet needs?</li> <li>Will it maintain and enhance community facilities and services?</li> <li>Will it increase access to schools and colleges?</li> <li>Will it enhance accessibility to key community facilities and services?</li> <li>Will it align investment in services, facilities and infrastructure with growth?</li> <li>Will it contribute to regeneration initiatives?</li> <li>Will it foster social cohesion?</li> </ul>	+/-	<p><b>Likely Significant Effects</b></p> <p>Residential development has the potential to improve the viability and vitality of existing shops, services and facilities in the City Centre, South Woodham Ferrers and principal and local neighbourhood centres. New development may also encourage and support investment in existing, and the provision of new, services and facilities in the City Area through, for example, developer contributions and on-site provision. This could help enhance the accessibility of existing and prospective residents to key services and facilities, although this would be dependent on the exact location of new development and the level of investment generated.</p> <p>Higher-level services such as schools and health facilities as well as employment opportunities are predominantly focused within the two main urban areas of Chelmsford and South Woodham Ferrers although the proposed new communities will provide additional educational and other community facilities, promoting a degree of self-containment.</p> <p>Depending on where new development is located, there is the potential for growth to increase pressure on existing community facilities and services generating a negative effect on this objective. For example, Essex County Council has identified (in the Commissioning School Places in Essex 2023-2032 report (2023) that there will be deficits in the number of primary school places from 2025 onward in Broomfield/Chelmsford Rural North in the absence of additional provision (though it is noted that a two form new primary school is expected to be developed in 2026/27 to alleviate this somewhat). The County Council has a statutory duty to ensure that the supply of school places meets demand, they also have to promote parental choice, diversity and fair access.</p> <p>The 2015 Indices of Multiple Deprivation (IMD) ranked the Chelmsford City Area as 261<sup>st</sup> out of 326 local authorities (where a rank of 1 is the most deprived and 326 is the least deprived) placing Chelmsford in the top 20% least deprived local authority areas nationally. However, there are pockets of deprivation across the Chelmsford City Area with some lower super output areas (LSOAs), such as those within the wards of Marconi, Patching Hall and St Andrews, all within the City of Chelmsford, being within the most deprived in the country. Development within or near to the deprived LSOAs could have a positive effect upon these areas as housing and associated key services and community facilities may become more accessible. The 2019 IMD data highlights that the number of people living in deprivation has reduced within Chelmsford from the 2015 data, though there are still a number of small areas of deprivation within it.</p>

IIA Objective	Guide Questions	Score	Commentary
			<p>Overall, the housing requirement has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The Education Act 2011 requires that, where the need for a new school is identified, the Local Education Authority (LEA) invites proposals to establish an academy or free school, with the decision over whether to go ahead ultimately taken by the Department for Education. Once established LEAs cannot require academies or free schools to expand. So there are uncertainties as to how future needs for school places will be met which are outside of the control of the Local Plan.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	<ul style="list-style-type: none"> <li>Will it avoid locating development where environmental circumstances could negatively impact on people's health?</li> <li>Will it maintain and improve access to green infrastructure, open space, leisure and recreational facilities?</li> <li>Will it maintain and enhance Public Rights of Way and Bridleways?</li> <li>Will it promote healthier lifestyles?</li> <li>Will it meet the needs of an ageing population?</li> <li>Will it support those with disabilities?</li> <li>Will it support the needs of young people?</li> <li>Will it maintain and enhance healthcare facilities and services?</li> <li>Will it align investment in healthcare facilities and services with growth to ensure that there is capacity to meet local needs?</li> <li>Will it encourage sustainable food production to reduce food miles, such as community gardens or allotments?</li> <li>Will it improve access to healthcare facilities and services?</li> <li>Will it promote community safety?</li> </ul>	<p>+/-</p>	<p><b>Likely Significant Effects</b></p> <p>The construction of new housing may have a localised negative effect on the health and wellbeing of residents, particularly those with poor respiration, who are in close proximity to development sites and along transport routes within the City Area. Effects may include, for example, respiratory problems associated with construction traffic and dust. These issues would be more pertinent if development were to take place within sensitive areas such as locations with pre-existing health issues. However, these effects are expected to be temporary and not significant.</p> <p>Once dwellings are occupied, there may be further adverse effects on health arising from, in particular, emissions to air associated with increased traffic movements. In this context, the baseline presented in Section 3 of the IIA Report highlights that the main source of air pollution in Chelmsford is road traffic emissions from major roads.</p> <p>As at 2016, the Chelmsford City Area had 2,446 ha of open space including 263 ha of park, sport and recreation grounds open space. It should be noted, however, that the Chelmsford Open Space Study (2016) has found some deficiencies in open space provision including amenity greenspace, parks and recreation grounds and play space. New development could be expected to provide an opportunity to facilitate further the promotion of healthy lifestyles through addressing these deficiencies.</p> <p>The extent to which new development promotes healthy lifestyles through, for example, walking and cycling will be dependent, in part, on its location vis-à-vis the accessibility of services, facilities, jobs and open space. Development focused on Chelmsford, South Woodham Ferrers and the new garden communities at North Chelmsford and East Chelmsford should realise relatively high levels of accessibility which will help to promote walking and cycling (and also, potentially, reduce emissions to air associated with car use).</p> <p>Additional housing development within the City Area could increase investment in health care facilities. However, without appropriate levels of investment, there is a risk that increased demand from new residents may affect the quality of existing facilities and</p>

IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>• Will it reduce actual levels of crime and anti-social behaviour?</li> <li>• Will it reduce the fear of crime?</li> <li>• Will it promote design that discourages crime?</li> </ul>		<p>services. In this regard, GP-patient ratio data for the NHS Mid Essex Clinical Commissioning Group highlights that, as of 2014, ratios were 1,654.29 patients per Full Time Equivalent (FTE) GP. This was above the UK average of 1,580 patients per FTE. The Mid Essex Clinical Commissioning Group Annual Report 2022 identified a GP-patient ratio of 1,621, showing a slight though steady improvement regarding this element of healthcare (though the population figures used only includes those registered to a GP currently).</p> <p>Overall, the housing requirement has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	<ul style="list-style-type: none"> <li>• Will it reduce travel demand and the distance people travel for jobs, employment, leisure and services and facilities?</li> <li>• Will it reduce out-commuting?</li> <li>• Will it encourage a shift to more sustainable modes of transport?</li> <li>• Will it encourage walking, cycling and the use of public transport?</li> <li>• Will it help to reduce traffic congestion and improve road safety?</li> <li>• Will it deliver investment in transportation infrastructure that supports growth in the Chelmsford City Area?</li> <li>• Will it locate new development in locations that support and make best use of committed investment in strategic infrastructure?</li> <li>• Will it support the expansion, or provision of additional, park and ride facilities?</li> <li>• Will it enhance Chelmsford's role as a key transport node?</li> <li>• Will it reduce the level of freight movement by road?</li> </ul>	<p>+/-/?</p>	<p><b>Likely Significant Effects</b></p> <p>The development of 1,000 dwellings per annum would increase traffic both during construction and once development is complete. This could result in localised traffic congestion with associated negative effects including driver delay and an increase in road traffic accidents. In this regard, the baseline analysis presented in Section 3 of the SA Report notes that development could result in increased pressure on the local road network and public transport infrastructure with congestion on key trunk roads including the A12, A130 and A414 east and west of Chelmsford (a number of junctions on the strategic highway network have capacity constraints and pinch points). However, development may support investment in highways improvements which could help to mitigate adverse effects in this regard.</p> <p>The housing requirement would meet Chelmsford's assessed housing need (including a 20% buffer), helping to ensure that there is sufficient housing to meet the needs of workers in the City Area and providing opportunities for those who currently commute into the City Area to live in the area. However, based on current trends, it would be expected that an increased local population would result in higher levels of out-commuting overall.</p> <p>The delivery of 22,800 dwellings in the City Area could help to maintain and, potentially, stimulate investment in public transport provision due to greater demand linked with population growth and developer contributions. Development focused on Chelmsford, South Woodham Ferrers and the new garden communities at North Chelmsford and East Chelmsford should realise relatively high levels of accessibility which will help to promote walking and cycling (and also, potentially, reduce emissions to air associated with car use).</p> <p>Overall, the housing requirement has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p>

IIA Objective	Guide Questions	Score	Commentary
			<ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The impact of housing growth on levels of commuting is to some extent uncertain.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	<ul style="list-style-type: none"> <li>Will it promote the use of previously developed (brownfield) land and minimise the loss of greenfield land?</li> <li>Will it avoid the loss of agricultural land including best and most versatile land?</li> <li>Will it reduce the amount of derelict, degraded and underused land?</li> <li>Will it encourage the reuse of existing buildings and infrastructure?</li> <li>Will it prevent land contamination and facilitate remediation of contaminated sites?</li> </ul>	+/-	<p><b>Likely Significant Effects</b></p> <p>Housing growth is expected to encourage the reuse of brownfield land. However, the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area will mean that a potentially substantial area of greenfield land will be required. This has been assessed as having a significant negative effect on this objective.</p> <p>The best and most versatile agricultural land in the City Area generally lies to the north/north west of the Chelmsford Urban Area and is characterised as Grade 2 ('Very Good'). Land to the south of the urban area, meanwhile, is predominantly Grade 3 ('Good') agricultural land. Should development result in the loss of this land, then there would be further negative effects on this objective and which could be significant.</p> <p>Overall, the housing requirement has been assessed as having a mixed positive and significant negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	<ul style="list-style-type: none"> <li>Will it result in a reduction of run-off of pollutants to nearby water courses that lead to a deterioration of existing status and/or failure to achieve the objective of good status under the Water Framework Directive?</li> <li>Will it improve ground and surface water quality?</li> <li>Will it reduce water consumption and encourage water efficiency?</li> <li>Will it ensure that new water/wastewater management infrastructure is delivered in a timely manner to support new development?</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The construction of new housing development and the consequent growth in population can be expected to increase demand on water resources, with the potential to affect water availability. However, the baseline analysis presented in Section 3 notes that one of the two pumped storage reservoirs, Abberton, has recently been enlarged and enhanced so to provide long term water resources for Essex. The Essex and Suffolk Water Resources Management Plan 2014 also indicates that the Essex Water Resource Zone, which Chelmsford City Area sits within, will be in surplus beyond the period of the plan (to 2041). In this context, the Water Cycle Study (2024) identifies some constraints with respect to water service infrastructure and the water environment to deliver development, likely to require that strategic water resource options and wastewater solutions are developed in advance of development coming forward. The draft Essex and Suffolk Water Resource Management Plan 2024 identifies that without further investment in things like expanding reservoirs and other sources of water, that demand for water will begin to outpace supply in the future (2030+). This is also due to changes in the rules governing how much water, water companies can take from existing sources that will come into force after 2030.</p>

IIA Objective	Guide Questions	Score	Commentary
			<p>Depending on the location of new development, the proximity to waterbodies and the prevailing quality of the waterbody, there is potential for adverse effects on water quality associated with construction activities (through, for example, accidental discharges or uncontrolled surface water runoff from construction sites). However, it is assumed that the design of new development will include (where appropriate) sustainable urban drainage systems (SUDS) to ensure that all subsequent rainfall will infiltrate surfaces rather than exacerbate any downstream flood risks (which also have temporary effects on water quality).</p> <p>Overall, the housing requirement has been assessed as having a negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that the Council will liaise with Essex and Suffolk Water with regard to infrastructure requirements for future development.</li> <li>Measures contained in the Essex and Suffolk Water: Water Resources Management Plan would be expected to help ensure that future water resource demands are met.</li> <li>There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	<ul style="list-style-type: none"> <li>Will it help to minimise the risk of flooding to existing and new developments/infrastructure?</li> <li>Will it manage effectively, and reduce the likelihood of, flash flooding, taking into account the capacity of sewerage systems?</li> <li>Will it discourage inappropriate development in areas at risk from flooding and promote the sequential test?</li> <li>Will it ensure that new development does not give rise to flood risk elsewhere?</li> <li>Will it deliver Sustainable Drainage Systems (SUDs) and promote investment in flood defences that reduce vulnerability to flooding?</li> </ul>	<p>-/?</p>	<p><b>Likely Significant Effects</b></p> <p>The baseline analysis presented in Section 3 of the SA Report highlights that flood risk is a potentially significant constraint to future development in the Chelmsford City Area with large parts of the Chelmsford Urban Area in particular being a risk of fluvial flooding and South Woodham Ferrers being at risk of coastal flooding. However, given requirements for proposals to be accompanied by a Flood Risk Assessment (FRA) where appropriate, it is considered unlikely that new development would be at significant risk of flooding, although this is dependent on the exact location of development.</p> <p>Environment Agency flood maps indicate that surface water flooding is a potential constraint in some parts of the City Area including within the main urban areas of Chelmsford and South Woodham Ferrers. In this context, the loss of greenfield land to support housing development could lead to an increased risk of flooding off site (as a result of the increase in impermeable surfaces). However, it can be reasonably assumed that new development proposals which may result in an increase in flood risk will be accompanied by an FRA and incorporate suitable flood alleviation measures (thereby minimising the risk of flooding).</p> <p>There may be opportunities as part of new development proposals to enhance existing, or incorporate new, green infrastructure which could potentially have a positive effect on this objective by providing space for flood waters to flow through and additional areas for future</p>

IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it encourage the use of multifunctional areas and landscape design for drainage?</li> <li>Will it help to discourage inappropriate development in areas at risk from coastal erosion?</li> <li>Will it help to manage and reduce the risks associated with coastal erosion and support the implementation of the Essex and South Suffolk Shoreline Management Plan?</li> </ul>		<p>flood storage. However, this is dependent on policies contained within the Local Plan, the competing priorities for developer contributions and details of site specific proposals.</p> <p>Overall, the housing requirement has been assessed as having a negative effect on this objective, although it is recognised that the type and magnitude of effect will be largely dependent on the future location of development.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that, where appropriate, development proposals would be accompanied by a FRA and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.</li> <li>The Local Planning Authority will apply a sequential risk-based approach, including the application of the ‘exception test,’ consistent with the NPPF.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	<ul style="list-style-type: none"> <li>Will it maintain and improve air quality?</li> <li>Will it address air quality issues in the Army and Navy Air Quality Management Area and prevent new designations of Air Quality Management Areas?</li> <li>Will it avoid locating development in areas of existing poor air quality?</li> <li>Will it minimise emissions to air from new development?</li> </ul>	<p>-1?</p>	<p><b>Likely Significant Effects</b></p> <p>The construction of new residential development is likely to have a negative effect on air quality due to, for example, emissions generated from plant and HGV movements during construction. Once dwellings are occupied, the increase in population in the City Area will in turn generate additional transport movements and associated emissions to air. In this regard, the baseline analysis presented in Section 3 indicates that the main source of air pollution in Chelmsford is road traffic emissions from major roads, notably the A12, A414, A138, A130 and B1016.</p> <p>The HRA identifies that growth supported by the Review of the Local Plan Preferred Options has the potential to contribute to ‘in combination’ air quality effects on sensitive sites (principally Epping Forest SAC). However, further assessment through the HRA has demonstrated that the ‘in combination’ contribution of the Local Plan is likely to be too small to be ‘significant’.</p> <p>The housing requirement would meet Chelmsford’s assessed housing need, helping to ensure that there is sufficient housing to meet the needs of workers in the City Area and providing opportunities for those who currently commute into the City Area to live in the area thereby reducing in-commuting and associated pollution from vehicles. However, based on current trends, it would be expected that an increased local population would result in higher levels of out-commuting overall.</p> <p>The delivery of 22,800 dwellings in the City Area could help to maintain and, potentially, stimulate investment in public transport provision reducing emissions to air associated with car use and congestion. The extent to which new development promotes healthy lifestyles through, for example, walking and cycling will be dependent, in part, on its location vis-à-vis the accessibility of services, facilities, jobs and open space. Development focused on Chelmsford, South Woodham Ferrers and the new garden communities at North Chelmsford</p>

IIA Objective	Guide Questions	Score	Commentary
			<p>and East Chelmsford should realise relatively high levels of accessibility which will help to promote walking and cycling and thereby reduce emissions to air associated with car use. which may reduce car use and associated emissions to air.</p> <p>Overall, the housing requirement has been assessed as having a negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The impact of housing growth on levels of commuting is to some extent uncertain.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	<ul style="list-style-type: none"> <li>• Will it minimise energy use and reduce or mitigate greenhouse gas emissions?</li> <li>• Will it plan or implement adaptation measures for the likely effects of climate change?</li> <li>• Will it support the delivery of renewable and low carbon energy and reduce dependency on non-renewable sources?</li> <li>• Will it promote sustainable design that minimises greenhouse emissions and is adaptable to the effects of climate change?</li> </ul>	<p>-1?</p>	<p><b>Likely Significant Effects</b></p> <p>Residential development would be expected to increase overall energy consumption and greenhouse gas emissions within the City Area. Sources of emissions will include the use of plant, HGV movements and the embodied carbon in materials during construction and domestic energy consumption and vehicle movements once dwellings are occupied.</p> <p>Notwithstanding the anticipated increase in overall emissions identified above, per capita emissions of CO<sub>2</sub> for the Chelmsford City Area have generally fallen, albeit slowly, over the period 2005-2013 and residential development could present opportunities for new homes to include low carbon technologies within their design and to use low carbon materials within their construction.</p> <p>The housing requirement would meet (as a minimum) Chelmsford's assessed housing need, helping to ensure that there is sufficient housing to meet the needs of workers in the City Area and providing opportunities for those who currently commute into the City Area to live in the area thereby reducing in-commuting and associated greenhouse gas emissions from vehicles. However, based on current trends, it would be expected that an increased local population would result in higher levels of out-commuting overall.</p> <p>The delivery of 22,800 dwellings in the City Area could help to maintain and, potentially, stimulate investment in public transport provision reducing emissions associated with car use and congestion. The extent to which new development promotes healthy lifestyles through, for example, walking and cycling will be dependent, in part, on its location vis-à-vis the accessibility of services, facilities, jobs and open space. Development focused on Chelmsford, South Woodham Ferrers and the new garden communities at North Chelmsford and East Chelmsford should realise relatively high levels of accessibility which will help to promote walking and cycling and thereby reduce emissions to air associated with car use. reduce car use and associated emissions.</p> <p>Overall, the housing requirement has been assessed as having a negative effect on this objective, although some uncertainty remains.</p>

IIA Objective	Guide Questions	Score	Commentary
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The exact scale of greenhouse gas emissions will be dependent on a number of factors including: the location and accessibility of new development; the design of new development (including in the context of the requirements of Local Plan policies and building regulations); future travel patterns and trends; individual energy consumption behaviour; and the extent to which energy supply has been decarbonised over the plan period.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	<ul style="list-style-type: none"> <li>Will it minimise the demand for raw materials?</li> <li>Will it promote the use of local resources?</li> <li>Will it reduce minerals extracted and imported?</li> <li>Will it increase efficiency in the use of raw materials and promote recycling?</li> <li>Will it avoid sterilising minerals extraction sites identified by the Essex Minerals Local Plan?</li> <li>Will it reduce waste arisings?</li> <li>Will it increase the reuse and recycling of waste?</li> <li>Will it support investment in waste management facilities to meet local needs?</li> <li>Will it support the objectives and proposals of the Essex Minerals Local Plan?</li> </ul>	<p>-</p>	<p><b>Likely Significant Effects</b></p> <p>The construction of new dwellings will require raw materials (such as aggregates, steel and timber). This may place pressure on local mineral assets to support construction. However, the volume of materials required is not expected to be significant (in a regional or national context). Further, it is anticipated that there would be opportunities to utilise recycled and sustainably sourced construction materials as part of new developments.</p> <p>Some parts of the City Area have been designated as Mineral Safeguarding Areas. However, residential development within these areas is unlikely as the principle of extraction has been accepted and the need for release of minerals proven within the Minerals Local Plan. If there are any instances where development sites overlay a Mineral Safeguarding Area it may be feasible to work minerals prior to development taking place.</p> <p>Residential development will generate waste through construction, although it is anticipated that a proportion of this waste would be reused or recycled. Once dwellings are occupied, there would also be an increase in municipal waste arisings which could place pressure on existing waste management facilities. However, it is again anticipated that a proportion of this waste would be reused or recycled (in 2014/15, 43.5% of all waste collected was sent for recycling/composting/reuse, which has increased to 53% by 2019).</p> <p>Overall, the housing requirement has been assessed as having a negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that the emerging replacement Essex Waste Local Plan will make provision to accommodate additional waste associated with growth in the City Area.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The exact scale of waste will be dependent on a number of factors including: the design of new development; waste collection and disposal regimes; and individual behaviour with regard to recycling and reuse.</li> </ul>

IIA Objective	Guide Questions	Score	Commentary
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Will it help to conserve and enhance existing features of the historic environment and their settings, including archaeological assets?</li> <li>Will it tackle heritage assets identified as being 'at risk'?</li> <li>Will it promote sustainable repair and reuse of heritage assets?</li> <li>Will it protect or enhance the significance of designated heritage assets?</li> <li>Will it protect or enhance the significance of non-designated heritage assets?</li> <li>Will it promote local cultural distinctiveness?</li> <li>Will it help to conserve historic buildings, places and spaces that enhance local distinctiveness, character and appearance through sensitive adaptation and re-use?</li> <li>Will it improve and promote access to buildings and landscapes of historic/cultural value?</li> <li>Will it recognise, conserve and enhance the inter-relationship between the historic and natural environment?</li> </ul>	<p>+/-/?</p>	<p><b>Likely Significant Effects</b></p> <p>Chelmsford's cultural heritage is a key feature of the local authority area, as indicated by the National Heritage List for England which includes 1,012 listed buildings (including 20 Grade I, 43 Grade II* and 948 Grade II), 19 scheduled monuments, 25 conservation areas and 6 registered parks and gardens within the Chelmsford City Area. Residential development has the potential to adversely affect these assets as well as other non-designated assets that contribute to the character of the City Area.</p> <p>Adverse effects on these historic and cultural assets may be felt during construction and also in the longer term once development has been completed. Effects may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development which is currently uncertain.</p> <p>New residential development could have a positive effect on this objective where it increases the accessibility of residents to cultural heritage assets. There may also be scope for heritage-led development to positively impact and enhance the setting of assets.</p> <p>Overall, the housing requirement has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.</li> </ul>
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	<ul style="list-style-type: none"> <li>Will it conserve and enhance landscape character and townscapes?</li> <li>Will it promote high quality design in context with its urban and rural landscape?</li> <li>Will it avoid inappropriate development in the Green Belt and ensure the Green Belt endures?</li> <li>Will it help to conserve and enhance the character of the undeveloped coastline?</li> </ul>	<p>+/-/?</p>	<p><b>Likely Significant Effects</b></p> <p>There are no national landscape designations affecting the Chelmsford City Area. However, the delivery of 22,800 dwellings is likely to result in adverse effects on landscape character. Effects may be felt during construction and once development is complete, although the likelihood of adverse effects occurring and their magnitude will be dependent on the scale, density and location of new development in the context of the landscape sensitivity of the receiving environment. In particular, the level of growth proposed is likely to increase the potential pressure on greenfield land for development and could lead to higher density (and taller) residential development. Notwithstanding the effects identified, it should be noted that planning permission has already been granted for a proportion of this housing requirement and/or sites have been built and it is assumed that impacts on landscape have been duly considered.</p>

IIA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it avoid inappropriate erosion to the Green Wedge?</li> </ul>		<p>The baseline analysis presented in Section 3 of the SA Report highlights that the built form and scale of the City Centre is a product of historic evolution. It notes that the City Centre has areas of distinct built character based on history, townscapes and use, all requiring the reinforcement of their sense of place. With regard to South Woodham Ferrers, meanwhile, the analysis highlights the unique character of the town. Residential development has the potential to adversely affect the townscape character of these areas during construction and once development is complete. However, there may also be potential for new development to enhance the quality of the built environment and to improve townscapes, particularly where brownfield sites are redeveloped (although as noted previously, there are only a limited number of brownfield sites that have not already been earmarked for future development in the City Area).</p> <p>Overall, the housing requirement has been assessed as having a mixed positive and negative effect on this objective, although the magnitude of effect will be dependent in part on the location and design of new development.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The exact location of future development, the quality of the receiving landscapes and the proximity of sensitive receptors is unknown at this stage.</li> </ul>

**Strategic Policy S6 - Employment Requirement (a minimum of 179,000sqm of employment floorspace over the plan period)**

SA Objective	Guide Questions	Score	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	<ul style="list-style-type: none"> <li>Will it conserve and enhance international designated nature conservation sites (Special Areas of Conservation, Special Protection Areas and Ramsars)?</li> </ul>	<p><b>-/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>There are three European sites within the Chelmsford City Council administrative area (the City Area): Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA; Crouch and Roach Estuaries Ramsar; and the Essex Estuaries SAC together with four additional sites within approximately 10km. In addition, there are eight Sites of Special Scientific Interest (SSSI) covering an area of 2,412.77 hectares (ha) including the River Ter; Newney Green Pit; Blake’s Wood &amp; Lingwood Common; Woodham Walter Common; Danbury Common; Thrift Wood, Woodham Ferrers; Hanningfield Reservoir; and Crouch and Roach Estuaries.</p>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>• Will it conserve and enhance nationally designated nature conservation sites such as Sites of Special Scientific Interest?</li> <li>• Will it conserve and enhance Local Nature Reserves, Local Wildlife Sites and Ancient Woodland?</li> <li>• Will it avoid damage to, and protect, geologically important sites?</li> <li>• Will it conserve and enhance species diversity, and in particular avoid harm to indigenous species of principal importance, or priority species and habitats?</li> <li>• Will it provide opportunities for new habitat creation or restoration and link existing habitats as part of the development process?</li> <li>• Will it enhance ecological connectivity and maintain and improve the green infrastructure network, providing green spaces that are well connected and biodiversity rich?</li> </ul>		<p>There are also six Local Nature Reserves (LNRs) and 150 Local Wildlife Sites (LoWS).</p> <p>It is assumed that employment development would not directly affect these designated sites although the construction and operation of employment uses could have indirect negative effects on these assets due to, for example, emissions to air and noise. However, this would be dependent on the exact location and type of future development and the proximity of the development to the designated sites.</p> <p>There are a limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area. In consequence, it is expected that a large proportion of new employment development would be situated on greenfield land, which could have a negative effect in relation to this objective (e.g. due to the direct loss of habitats or adverse impacts such as noise and emissions associated with the construction and operation of new development). The magnitude of any negative effects in this regard will be dependent on the scale of greenfield land lost to development and the existing biodiversity value of the sites that would be affected.</p> <p>Overall, the employment requirement has been assessed as having a negative effect on this objective, however the magnitude of the effect is uncertain.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• It is assumed that new development would not be located on land designated for nature conservation.</li> <li>• For the Local Plan to be found sound it will need to demonstrate that it will not have a significant adverse effect on the integrity of a European site, or if it does and the Plan proceeds it will need to be demonstrated that there are imperative reasons of overriding public interest.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The magnitude of negative effects will be dependent on the scale of greenfield land lost to development and the existing biodiversity value of the sites that would be affected.</li> </ul>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it provide opportunities for people to access the natural environment including green and blue infrastructure?</li> </ul>		
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	<ul style="list-style-type: none"> <li>Will it meet the City's objectively assessed housing need, providing a range of housing types to meet current and emerging need for market and affordable housing?</li> <li>Will it reduce the level of homelessness?</li> <li>Will it help to ensure the provision of good quality, well designed homes?</li> <li>Will it deliver pitches required for Gypsies and Travellers and Travelling Showpeople?</li> </ul>	<b>0</b>	<p><b>Likely Significant Effects</b></p> <p>The housing requirement has taken into account forecast demand associated with jobs growth over the plan period. In consequence, the employment requirement has been assessed as having a neutral effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	<ul style="list-style-type: none"> <li>Will it provide a flexible supply of high quality employment land to meet the needs of existing businesses and attract inward investment?</li> <li>Will it maintain and enhance economic competitiveness?</li> <li>Will it strengthen the convenience shopping role in Chelmsford City Centre and ensure that the neighbourhood</li> </ul>	<b>++</b>	<p><b>Likely Significant Effects</b></p> <p>The construction of new employment space would support the construction sector and has the potential to create spend in the local supply chain. However, effects in this regard will be temporary and the extent to which the jobs that may be created benefit the City Area's residents will depend on the number of jobs created and the recruitment policies of prospective employers.</p> <p>The Council's Employment Land Review (ELR) (2023) highlights that Chelmsford has a relatively limited supply of land to accommodate future growth, particularly in respect of office uses. The up-to-date Retail Capacity Study 2023 identified that the Local Plan did not need to allocate additional retail floorspace as past plans had provided enough opportunities for such spaces.</p> <p>In this context, the provision of a minimum of 162,646sqm of employment floorspace over the plan period would be expected to help maintain and enhance Chelmsford's strategic</p>

SA Objective	Guide Questions	Score	Commentary
	<p>and local centres continue to perform a strong convenience goods role which serves local needs?</p> <ul style="list-style-type: none"> <li>• Will it support the growth of new sectors including those linked to the Anglia Ruskin University?</li> <li>• Will it help to diversify the local economy?</li> <li>• Will it provide good quality, well paid employment opportunities that meet the needs of local people?</li> <li>• Will it improve the physical accessibility of jobs?</li> <li>• Will it support rural diversification and economic development?</li> <li>• Will it promote a low carbon economy?</li> <li>• Will it reduce out-commuting?</li> <li>• Will it improve access to training to raise employment potential?</li> <li>• Will it promote investment in educational establishments?</li> </ul>		<p>economic role in the Heart of Essex sub-region, supporting existing businesses and attracting inward investment. Jobs growth would, in-turn, increase the amount of money spent in the local economy and there may also be supply chain benefits associated with new businesses.</p> <p>The provision of local employment opportunities may help to tackle unemployment, particularly in the more deprived parts of the City Area. However, the extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market), their location/accessibility and the recruitment policies of prospective employers.</p> <p>Overall, the employment requirement has been assessed as having a significant positive effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.</li> <li>• There remains some uncertainty regarding future jobs growth which will be dependent on a range of factors including UK and global economic trends.</li> </ul>

SA Objective	Guide Questions	Score	Commentary
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	<ul style="list-style-type: none"> <li>• Will it support and enhance the City of Chelmsford by attracting new commercial investment and reinforcing the City's attractiveness?</li> <li>• Will it encourage more people to live in urban areas?</li> <li>• Will it enhance the public realm?</li> <li>• Will it enhance the viability and vitality of South Woodham Ferrers town centre and principal and local neighbourhood centres?</li> <li>• Will it tackle deprivation in the most deprived areas, promote social inclusion and mobility and reduce inequalities in access to education, employment and services?</li> <li>• Will it support rural areas by providing jobs, facilities and housing to meet needs?</li> <li>• Will it maintain and enhance community facilities and services?</li> <li>• Will it increase access to schools and colleges?</li> </ul>	<p>+</p>	<p><b>Likely Significant Effects</b></p> <p>Jobs growth and the associated provision of employment land and retail floorspace would help to attract investment to the City of Chelmsford, South Woodham Ferrers, and smaller centres including the new Garden Communities, promoting their vitality and long term viability. Jobs growth would also increase spend in the local economy, helping to improve the viability and vitality of existing shops, services and facilities in the areas where development is allocated.</p> <p>There are pockets of deprivation across the City Area with some lower super output areas (LSOAs), such as those within the wards of Marconi, Patching Hall and St Andrews, being within the most deprived in the country. Jobs growth may create employment opportunities that are accessible to the City Area's residents, including those in these deprived areas. However, the extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market), their location/accessibility and the recruitment policies of prospective employers.</p> <p>Whilst jobs growth would be unlikely to have a direct effect on education, training and apprenticeship opportunities may be provided by businesses who occupy new premises once sites have been developed. This could help to raise skill levels amongst workers and residents in the City Area.</p> <p>Overall, the employment requirement has been assessed as having a positive effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>• Will it enhance accessibility to key community facilities and services?</li> <li>• Will it align investment in services, facilities and infrastructure with growth?</li> <li>• Will it contribute to regeneration initiatives?</li> <li>• Will it foster social cohesion?</li> </ul>		
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	<ul style="list-style-type: none"> <li>• Will it avoid locating development where environmental circumstances could negatively impact on people's health?</li> <li>• Will it maintain and improve access to green infrastructure, open space, leisure and recreational facilities?</li> <li>• Will it maintain and enhance Public Rights of Way and Bridleways?</li> <li>• Will it promote healthier lifestyles?</li> <li>• Will it meet the needs of an ageing population?</li> <li>• Will it support those with disabilities?</li> <li>• Will it support the needs of young people?</li> </ul>	+/-/?	<p><b>Likely Significant Effects</b></p> <p>The construction of employment sites has the potential to have a localised and short term negative effect on the health and wellbeing of residents, with poor respiration, who are in close proximity to development sites and/or along transport routes within the City Area. Effects may include, for example, respiratory problems associated with construction traffic and dust. These issues will be more pertinent within sensitive areas such as locations with pre-existing health issues and other deprived areas within the City Area. However, these effects are expected to be temporary and not significant.</p> <p>Once premises are occupied, there may be further adverse effects on health arising from, in particular, emissions to air associated with the movement of workers to/from sites and operational traffic (including HGVs). In this context, the baseline analysis presented in Section 3 of the SA Report highlights that the main source of air pollution in Chelmsford is road traffic emissions from major roads.</p> <p>The creation of local employment opportunities and additional retail floorspace could reduce out-commuting from the City Area and associated emissions to air. However, as noted under SA Objective 3, there remains some uncertainty regarding jobs forecasts.</p> <p>The extent to which new employment development promotes healthy lifestyles through, for example, walking and cycling will be dependent on its accessibility. Development focused on Chelmsford, South Woodham Ferrers and the new garden communities at North Chelmsford and East Chelmsford should realise relatively high levels of accessibility which will help to promote walking and cycling and thereby reduce emissions to air associated with car use.</p> <p>Development focused on Chelmsford, South Woodham Ferrers and the new garden communities at North Chelmsford and East Chelmsford should realise relatively high levels</p>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>• Will it maintain and enhance healthcare facilities and services?</li> <li>• Will it align investment in healthcare facilities and services with growth to ensure that there is capacity to meet local needs?</li> <li>• Will it encourage sustainable food production to reduce food miles, such as community gardens or allotments?</li> <li>• Will it improve access to healthcare facilities and services?</li> <li>• Will it promote community safety?</li> <li>• Will it reduce actual levels of crime and anti-social behaviour?</li> <li>• Will it reduce the fear of crime?</li> <li>• Will it promote design that discourages crime?</li> </ul>		<p>of accessibility which will help to promote walking and cycling and thereby reduce emissions to air associated with car use. which may reduce car use and associated emissions to air.</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• There remains some uncertainty regarding future jobs growth which will be dependent on a range of factors including UK and global economic trends.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	<ul style="list-style-type: none"> <li>• Will it reduce travel demand and the distance people travel for jobs, employment, leisure and services and facilities?</li> <li>• Will it reduce out-commuting?</li> <li>• Will it encourage a shift to more sustainable modes of transport?</li> </ul>	<p>+/-/?</p>	<p><b>Likely Significant Effects</b></p> <p>The provision of employment land would be expected to increase levels of traffic during both the construction of premises and once development is complete. This may result in congestion with associated negative effects including driver delay and an increase in road traffic accidents. In this regard, the baseline analysis presented in Section 3 notes that future development in the City Area could result in increased pressure on the local road network and public transport infrastructure with congestion on key trunk roads including the A12, A130 and A414 east and west of Chelmsford (a number of junctions on the strategic highway network have capacity constraints and pinch points). However, development may</p>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it encourage walking, cycling and the use of public transport?</li> <li>Will it help to reduce traffic congestion and improve road safety?</li> <li>Will it deliver investment in transportation infrastructure that supports growth in the Chelmsford City Area?</li> <li>Will it locate new development in locations that support and make best use of committed investment in strategic infrastructure?</li> <li>Will it support the expansion, or provision of additional, park and ride facilities?</li> <li>Will it enhance Chelmsford's role as a key transport node?</li> <li>Will it reduce the level of freight movement by road?</li> </ul>		<p>support investment in highways improvements which could help to mitigate adverse effects in this regard.</p> <p>The creation of local employment opportunities could help to reduce out-commuting from the City Area. However, as noted under SA Objective 3, there remains some uncertainty regarding jobs forecasts. As of 2021, 38.4% of those in employment within Chelmsford worked mainly from home.</p> <p>Development focused on Chelmsford, South Woodham Ferrers and the new garden communities at North Chelmsford and East Chelmsford should realise relatively high levels of accessibility which will help to promote walking and cycling and thereby reduce emissions to air associated with car use. which may reduce car use and associated emissions to air.</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>There remains some uncertainty regarding future jobs growth which will be dependent on a range of factors including UK and global economic trends.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	<ul style="list-style-type: none"> <li>Will it promote the use of previously developed (brownfield) land and minimise the loss of greenfield land?</li> <li>Will it avoid the loss of agricultural land including best and most versatile land?</li> </ul>	<p>+/-</p>	<p><b>Likely Significant Effects</b></p> <p>Employment development is expected to support the redevelopment of brownfield land. However, the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area will mean that greenfield land will be required to support jobs growth.</p> <p>The best and most versatile agricultural land in the City Area generally lies to the north/north west of the Chelmsford Urban Area and is characterised as Grade 2 ('Very Good'). Land to the south of the urban area, meanwhile, is predominantly Grade 3 ('Good') agricultural land.</p>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it reduce the amount of derelict, degraded and underused land?</li> <li>Will it encourage the reuse of existing buildings and infrastructure?</li> <li>Will it prevent land contamination and facilitate remediation of contaminated sites?</li> </ul>		<p>Should employment development result in the loss of this land, then there would be further negative effects on this objective which could be significant.</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	<ul style="list-style-type: none"> <li>Will it result in a reduction of run-off of pollutants to nearby water courses that lead to a deterioration of existing status and/or failure to achieve the objective of good status under the Water Framework Directive?</li> <li>Will it improve ground and surface water quality?</li> <li>Will it reduce water consumption and encourage water efficiency?</li> <li>Will it ensure that new water/wastewater management infrastructure is delivered in a timely manner to support new development?</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The construction of new employment development will increase demand on water resources, with the potential to affect water availability. However, the baseline analysis presented in Section 3 of the SA Report notes that one of the two pumped storage reservoirs, Abberton, has recently been enlarged and enhanced so to provide long term water resources for Essex. The Essex and Suffolk Water Resources Management Plan 2014 also indicates that the Essex Water Resource Zone, which Chelmsford City Area sits within, will be in surplus beyond the period of the plan (to 2039/40). In consequence, effects on water resource availability are not expected to be significant. The draft Essex and Suffolk Water Resource Management Plan 2024 identifies that without further investment in things like expanding reservoirs and other sources of water, that demand for water will begin to outpace supply in the future (2030+). This is also due to changes in the rules governing how much water, water companies can take from existing sources that will come into force after 2030.</p> <p>Depending on the type and location of new employment development, the proximity to waterbodies and the prevailing quality of the waterbody, there is potential for adverse effects on water quality associated with construction and operational activities (through, for example, accidental discharges or uncontrolled surface water runoff). However, it is assumed that the design of new development will include sustainable urban drainage systems (SUDS) to ensure that all subsequent rainfall will infiltrate surfaces rather than exacerbate any downstream flood risks (which also have temporary effects on water quality).</p> <p>Overall, the employment requirement has been assessed as having a negative effect on this objective.</p>

SA Objective	Guide Questions	Score	Commentary
			<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that the Council will liaise with Essex and Suffolk Water with regard to infrastructure requirements for future development.</li> <li>Measures contained in the Essex and Suffolk Water Water Resources Management Plan would be expected to help ensure that future water resource demands are met.</li> <li>There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	<ul style="list-style-type: none"> <li>Will it help to minimise the risk of flooding to existing and new developments/infrastructure?</li> <li>Will it manage effectively, and reduce the likelihood of, flash flooding, taking into account the capacity of sewerage systems?</li> <li>Will it discourage inappropriate development in areas at risk from flooding and promote the sequential test?</li> <li>Will it ensure that new development does not give rise to flood risk elsewhere?</li> <li>Will it deliver Sustainable Drainage Systems (SUDs) and promote investment in flood defences that reduce vulnerability to flooding?</li> </ul>	<p><b>-/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>The baseline analysis contained in Section 3 of the SA Report highlights that flood risk is a potentially significant constraint to future development in the Chelmsford City Area with large parts of the Chelmsford Urban Area in particular being at risk of fluvial flooding and South Woodham Ferrers being at risk of coastal flooding. However, given requirements for proposals to be accompanied by a Flood Risk Assessment (FRA) where appropriate, it is considered unlikely that new employment development would be at significant risk of flooding, although this is dependent on the exact location of development.</p> <p>The loss of greenfield land to support employment development could lead to an increased risk of flooding off site (as a result of the increase in impermeable surfaces), although it can be reasonably assumed that new development proposals which may result in an increase in flood risk will be accompanied by an FRA and incorporate suitable flood alleviation measures (thereby minimising the risk of flooding).</p> <p>Overall, the employment requirement has been assessed as having a negative effect on this objective, although it is recognised that the type and magnitude of effect will be largely dependent on the future location of development.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that, where appropriate, development proposals would be accompanied by a FRA and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.</li> <li>The Local Planning Authority will apply a sequential risk-based approach, including the application of the ‘exception test,’ consistent with the NPPF.</li> </ul>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it encourage the use of multifunctional areas and landscape design for drainage?</li> <li>Will it help to discourage inappropriate development in areas at risk from coastal erosion?</li> <li>Will it help to manage and reduce the risks associated with coastal erosion and support the implementation of the Essex and South Suffolk Shoreline Management Plan?</li> </ul>		<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	<ul style="list-style-type: none"> <li>Will it maintain and improve air quality?</li> <li>Will it address air quality issues in the Army and Navy Air Quality Management Area and prevent new designations of Air Quality Management Areas?</li> <li>Will it avoid locating development in areas of existing poor air quality?</li> <li>Will it minimise emissions to air from new development?</li> </ul>	<p>+/-/?</p>	<p><b>Likely Significant Effects</b></p> <p>There is the potential for the construction and occupation of new employment uses to have negative effects on air quality due to, for example, emissions generated from plant and HGV movements during construction and increased vehicle movements once construction is complete. Effects on this objective may be more pronounced if development is located near to, or within health deprived areas of the City Area.</p> <p>The creation of local employment opportunities could reduce out-commuting from the City Area and associated emissions to air, although as noted under SA Objective 3, there remains some uncertainty regarding jobs forecasts.</p> <p>The extent to which new employment development affects car use and related emissions will be dependent on its accessibility. Development focused on Chelmsford, South Woodham Ferrers and the new garden communities at North Chelmsford and East Chelmsford should realise relatively high levels of accessibility which will help to promote walking and cycling and thereby reduce emissions to air associated with car use. which may reduce car use and associated emissions to air.</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p>

SA Objective	Guide Questions	Score	Commentary
			<ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>There remains some uncertainty regarding future jobs growth which will be dependent on a range of factors including UK and global economic trends.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	<ul style="list-style-type: none"> <li>Will it minimise energy use and reduce or mitigate greenhouse gas emissions?</li> <li>Will it plan or implement adaptation measures for the likely effects of climate change?</li> <li>Will it support the delivery of renewable and low carbon energy and reduce dependency on non-renewable sources?</li> <li>Will it promote sustainable design that minimises greenhouse emissions and is adaptable to the effects of climate change?</li> </ul>	<p>+/-/?</p>	<p><b>Likely Significant Effects</b></p> <p>Employment development would increase energy consumption and greenhouse gas emissions within the City Area. Sources of emissions would include the use of plant, HGV movements and the embodied carbon in materials during construction and energy consumption and vehicle movements once premises are occupied</p> <p>The creation of local employment opportunities could reduce out-commuting from the City Area and associated greenhouse gas emissions, although there remains some uncertainty regarding jobs forecasts.</p> <p>The extent to which new employment development affects car use and related greenhouse gas emissions will be dependent on its accessibility. Development focused on Chelmsford, South Woodham Ferrers and the new garden communities at North Chelmsford and East Chelmsford should realise relatively high levels of accessibility which will help to promote walking and cycling and thereby reduce emissions to air associated with car use. which may reduce car use and associated emissions to air.</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The exact scale of greenhouse gas emissions will be dependent on a number of factors including: the location and accessibility of new development; the design of new development (including in the context of the requirements of Local Plan policies and building regulations); future travel patterns and trends; individual energy consumption behaviour; and the extent to which energy supply has been decarbonised over the plan period.</li> </ul>

SA Objective	Guide Questions	Score	Commentary
			<ul style="list-style-type: none"> <li>There remains some uncertainty regarding future jobs growth which will be dependent on a range of factors including UK and global economic trends.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	<ul style="list-style-type: none"> <li>Will it minimise the demand for raw materials?</li> <li>Will it promote the use of local resources?</li> <li>Will it reduce minerals extracted and imported?</li> <li>Will it increase efficiency in the use of raw materials and promote recycling?</li> <li>Will it avoid sterilising minerals extraction sites identified by the Essex Minerals Local Plan?</li> <li>Will it reduce waste arisings?</li> <li>Will it increase the reuse and recycling of waste?</li> <li>Will it support investment in waste management facilities to meet local needs?</li> <li>Will it support the objectives and proposals of the Essex Minerals Local Plan?</li> </ul>	-	<p><b>Likely Significant Effects</b></p> <p>The construction of employment premises will require raw materials (such as aggregates, steels and timber), although the volume of materials required is not expected to be significant (in a regional or national context). Further, it is anticipated that there would be opportunities to utilise recycled and sustainably sourced construction materials as part of new developments.</p> <p>Depending on the nature of the employment use, raw materials may also be required during the operational phase, although the volume and type of resources required would be dependent on the type and scale of use.</p> <p>Commercial development will generate construction waste, although it is anticipated that a proportion of this waste would be reused/recycled. Once premises are occupied, there would also be an increase in commercial waste arisings although again, it is anticipated that a proportion of this waste would be reused or recycled.</p> <p>Overall, the employment requirement has been assessed as having a negative effect upon this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that the emerging replacement Essex Waste Local Plan will make provision to accommodate additional waste associated with growth in the City Area.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The exact scale of waste will be dependent on a number of factors including: the design of new development; waste collection and disposal regimes; and individual behaviour with regard to recycling and reuse.</li> <li>The exact scale of resource use will be dependent on the final scale and type of uses that come forward.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>Will it help to conserve and enhance existing features of the historic environment and their</li> </ul>	+/-/?	<p><b>Likely Significant Effects</b></p> <p>Chelmsford's cultural heritage is a key feature of the local authority area, as indicated by the National Heritage List for England which includes 1,012 listed buildings (including 20 Grade I, 43 Grade II* and 948 Grade II), 19 scheduled monuments, 25 conservation areas and 6</p>

SA Objective	Guide Questions	Score	Commentary
	<p>settings, including archaeological assets?</p> <ul style="list-style-type: none"> <li>• Will it tackle heritage assets identified as being ‘at risk’?</li> <li>• Will it promote sustainable repair and reuse of heritage assets?</li> <li>• Will it protect or enhance the significance of designated heritage assets?</li> <li>• Will it protect or enhance the significance of non-designated heritage assets?</li> <li>• Will it promote local cultural distinctiveness?</li> <li>• Will it help to conserve historic buildings, places and spaces that enhance local distinctiveness, character and appearance through sensitive adaptation and re-use?</li> <li>• Will it improve and promote access to buildings and landscapes of historic/cultural value?</li> <li>• Will it recognise, conserve and enhance the inter-relationship between the historic and natural environment?</li> </ul>		<p>registered parks and gardens within the Chelmsford City Area. Employment development has the potential to adversely affect these assets as well as other non-designated assets that contribute to the character of the City Area.</p> <p>Adverse effects on these historic and cultural assets may be felt during construction and also in the longer term once development has been completed. Effects may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development.</p> <p>New employment development could have a positive effect on this objective for example, where it supports heritage-led development.</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although the magnitude of effect will be dependent in part on the location of new development.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.</li> </ul>

SA Objective	Guide Questions	Score	Commentary
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	<ul style="list-style-type: none"> <li>• Will it conserve and enhance landscape character and townscapes?</li> <li>• Will it promote high quality design in context with its urban and rural landscape?</li> <li>• Will it avoid inappropriate development in the Green Belt and ensure the Green Belt endures?</li> <li>• Will it help to conserve and enhance the character of the undeveloped coastline?</li> <li>• Will it avoid inappropriate erosion to the Green Wedge?</li> </ul>	<p><b>+/-/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>There are no national landscape designations affecting the Chelmsford City Area. However, employment development is likely to result in adverse effects on landscape character. Effects may be felt during construction and once development is complete, although the likelihood of adverse effects occurring and their magnitude will be dependent on the scale, density and location of new development in the context of the landscape sensitivity of the receiving environment.</p> <p>The baseline analysis presented in Section 3 highlights that the built form and scale of the City Centre is a product of historic evolution. It notes that the City Centre has areas of distinct built character based on history, townscapes and use, all requiring the reinforcement of their sense of place. With regard to South Woodham Ferrers, meanwhile, the analysis highlights the unique character of the town. Employment development has the potential to adversely affect the character of these areas during construction and once development is complete. However, there may also be potential for new development to enhance the quality of the built environment and to improve townscapes, particularly where brownfield sites are redeveloped (although as noted previously, there are only a limited number of brownfield sites that have not already been earmarked for future development in the City Area).</p> <p>Overall, the employment requirement has been assessed as having a mixed positive and negative effect on this objective, although the magnitude of effect will be dependent in part on the location and design of new development.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The exact location of future development, the quality of the receiving landscapes and the proximity of sensitive receptors.</li> </ul>

**Strategic Policy S7 – Spatial Strategy**

SA Objective	Guide Questions	Score	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	<ul style="list-style-type: none"> <li>• Will it conserve and enhance international designated nature conservation sites (Special Areas of Conservation, Special Protection Areas and Ramsars)?</li> <li>• Will it conserve and enhance nationally designated nature conservation sites such as Sites of Special Scientific Interest?</li> <li>• Will it conserve and enhance Local Nature Reserves, Local Wildlife Sites and Ancient Woodland?</li> <li>• Will it avoid damage to, and protect, geologically important sites?</li> <li>• Will it conserve and enhance species diversity, and in particular avoid harm to indigenous species of principal importance, or priority species and habitats?</li> <li>• Will it provide opportunities for new habitat creation or restoration and link existing habitats as part of the development process?</li> </ul>	<p>+/-/?</p>	<p><b>Likely Significant Effects</b></p> <p>The Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Special Protection Area (SPA), Ramsar and Site of Special Scientific Interest (SSSI) and the Essex Estuaries Special Area of Conservation (SAC) extend around three sides of South Woodham Ferrers. There are also a number of SSSIs to the east and west of the Chelmsford Urban Area (including Newney Green Pit to the west and Blake’s Wood &amp; Lingwood Common, Woodham Walter Common and Danbury Common to the east) and to the south of Great Leighs (the River Ter SSSI). In addition to these European and nationally designated sites, there are a number of Local Nature Reserves (LNRs), Essex Wildlife Trust Nature Reserves and Wildlife Sites within and adjacent to the settlements including a Wildlife Site to the north of South Woodham Ferrers. Whilst it is assumed that new development would not be located on land designated for nature conservation (or where sites include such designations, appropriate mitigation is implemented), there is the potential for indirect adverse effects on these sites (for example, due to disturbance arising from increased recreational activity, emissions to air, impacts on water quality and wild bird and mammal loss from cat predation). In this regard, the HRA of the Review of the Local Plan Preferred Options highlights that those European sites that are associated with the Mid-Essex coast estuaries (i.e. Crouch and Roach Estuaries SPA / Ramsar; Blackwater Estuary SPA / Ramsar; Foulness SPA / Ramsar; Dengie SPA / Ramsar; and the associated areas of the Essex Estuaries SAC) plus the Thames Estuary and Marshes SPA / Ramsar and Benfleet and Southend Marshes SPA / Ramsar are potentially vulnerable to regional ‘in combination’ effects due to visitor pressure, to which the Local Plan will contribute. The HRA also identifies that growth has the potential to contribute to ‘in combination’ air quality effects on sensitive sites (principally Epping Forest SAC). However, further assessment through the HRA has demonstrated that the ‘in combination’ contribution of the Local Plan is likely to be too small to be ‘significant’.</p> <p>It is recognised that in some cases brownfield land can have significant biodiversity value although it is considered that, on balance, development of brownfield sites will help minimise the risk of both direct (e.g. the loss of habitat) and indirect (e.g. noise and emissions) impacts on habitats and species. Notwithstanding the above, development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area means that greenfield land adjacent to the urban areas of Chelmsford (including East of Great Baddow / North of Sandon, West of Chelmsford, and North of Broomfield) and South Woodham Ferrers, Great Leighs, Danbury, Bicknacre, Ford End, East Hanningfield, Writtle and Galleywood will be required (it is also</p>

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	<ul style="list-style-type: none"> <li>Will it enhance ecological connectivity and maintain and improve the green infrastructure network, providing green spaces that are well connected and biodiversity rich?</li> <li>Will it provide opportunities for people to access the natural environment including green and blue infrastructure?</li> </ul>		<p>noted that new development in other locations to meet local needs and which is in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated through relevant Neighbourhood Plans where appropriate and justified).</p> <p>The maintenance of the existing Green Wedge within the City Area , allied with the delivery of sustainable urban extensions, could help to both minimise adverse effects on biodiversity associated with new development and deliver enhancements by extending the City Area's green infrastructure network.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective. However, due to the potential for adverse effects on designated sites and the expected scale of greenfield land required to support growth, the magnitude of negative effect on this objective is uncertain.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that new development would not be located on land designated for nature conservation (or where new development includes such designations, appropriate mitigation will be implemented to ensure no direct effects).</li> <li>It is assumed that, on balance, the biodiversity value of brownfield sites is less than that of greenfield land.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The exact biodiversity value of sites is unknown.</li> </ul>
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	<ul style="list-style-type: none"> <li>Will it meet the City's objectively assessed housing need, providing a range of housing types to meet current and emerging need for market and affordable housing?</li> <li>Will it reduce the level of homelessness?</li> <li>Will it help to ensure the provision of good quality, well designed homes?</li> </ul>	<p><b>++</b></p>	<p><b>Likely Significant Effects</b></p> <p>The Spatial Strategy would deliver the majority of the City Area's new housing allocations across three Growth Areas as identified below.</p> <p>Growth Area 1 – Central and Urban Chelmsford = 4,228 new homes, 5 Travelling Showpeople plots and 52,000 sqm of mixed employment space.</p> <p>Growth Area 2 – North Chelmsford – 7,842 new homes, 10 Traveller pitches, 15 Travelling Showpeople plots and 66,446 sqm of office/business park focused employment space. The largest site within Growth Area 2 is the Chelmsford Garden Community, which would provide 6,250 new homes, 10 Traveller pitches, 10 Travelling Showpeople plots and 56,946 sqm of office/business park employment development.</p> <p>Growth Area 3 – South and East Chelmsford – 4,469 homes, 20 Traveller Pitches and 5 Travelling Showpeople plots and 87,000 sqm of office employment space. The largest site within Growth Area 3 is the Hammonds Farm site, which would provide 3,000 homes, 20 Traveller pitches and 43,000 sqm of employment space.</p>

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	<ul style="list-style-type: none"> <li>Will it deliver pitches required for Gypsies and Travellers and Travelling Showpeople?</li> </ul>		<p>Whilst there is the potential that specific local housing needs in other areas will not be met under the Spatial Strategy, it is noted that new development to meet local needs and which is in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated through relevant Neighbourhood Plans where appropriate and justified. Opportunities for small-scale rural exception sites providing affordable homes to meet identified local needs will also be supported.</p> <p>Overall, the Spatial Strategy has been assessed as having a significant positive effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which new housing development meets local needs will be dependent on the mix of housing delivered (in terms of size, type and tenure).</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	<ul style="list-style-type: none"> <li>Will it provide a flexible supply of high quality employment land to meet the needs of existing businesses and attract inward investment?</li> <li>Will it maintain and enhance economic competitiveness?</li> <li>Will it strengthen the convenience shopping role in Chelmsford City Centre and ensure that the neighbourhood and local centres continue to perform a strong convenience goods role which serves local needs?</li> </ul>	<p>++</p>	<p><b>Likely Significant Effects</b></p> <p>The Spatial Strategy would focus employment growth (including retail provision) within several Growth Areas as identified below.</p> <p>Growth Area 1 – Central and Urban Chelmsford = 4,228 new homes, 5 Travelling Showpeople plots and 52,000 sqm of mixed employment space.</p> <p>Growth Area 2 – North Chelmsford – 7,842 new homes, 10 Traveller pitches, 15 Travelling Showpeople plots and 66,446 sqm of office/business park focused employment space. The largest site within Growth Area 2 is the Chelmsford Garden Community, which would provide 6,250 new homes, 10 Traveller pitches, 10 Travelling Showpeople plots and 56,946 sqm of office/business park employment development.</p> <p>Growth Area 3 – South and East Chelmsford – 4,469 homes, 20 Traveller Pitches and 5 Travelling Showpeople plots and 87,000 sqm of office employment space. The largest site within Growth Area 3 is the Hammonds Farm site, which would provide 3,000 homes, 20 Traveller pitches and 43,000 sqm of employment space.</p> <p>Under the Spatial Strategy, employment development would be principally provided as part of larger mixed use schemes (such as the Hammonds Farm and Chelmsford Garden Community sites) which would be expected to help ensure that the opportunities created are easily accessible to prospective residents.</p>

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	<ul style="list-style-type: none"> <li>• Will it support the growth of new sectors including those linked to the Anglia Ruskin University?</li> <li>• Will it help to diversify the local economy?</li> <li>• Will it provide good quality, well paid employment opportunities that meet the needs of local people?</li> <li>• Will it improve the physical accessibility of jobs?</li> <li>• Will it support rural diversification and economic development?</li> <li>• Will it promote a low carbon economy?</li> <li>• Will it reduce out-commuting?</li> <li>• Will it improve access to training to raise employment potential?</li> <li>• Will it promote investment in educational establishments?</li> </ul>		<p>Development to the north east of Chelmsford has the potential to complement the Beaulieu and Channels development by providing employment opportunities for residents or by enabling prospective residents to access jobs created at this urban extension (which includes areas of search for one business park location to accommodate 56,946 sq m).</p> <p>Employment land provision, residential development and the delivery of supporting infrastructure within and adjacent to the Chelmsford Urban Area should ensure that the City continues to be a major driver of growth within the Heart of Essex sub-region. In this context, it is noted that the Employment Land Review (2023) found that the City Centre has a relatively limited supply of land to accommodate future growth.</p> <p>The Spatial Strategy defines Special Policy Areas within and around existing facilities and institutions to enable their operational and functional requirements to be planned in a strategic and phased manner. These Areas include: Chelmsford Racecourse, which is being developed as a major new racecourse and equestrian centre with supporting entertainment facilities; Broomfield Hospital, the largest employer in the Council’s area; ARU Writtle , a long-established and nationally-recognised land-based technologies institution; Sandford Mill, a former water treatment works with the potential for mixed-use development incorporating a range of leisure development in conjunction with usage of the Chelmer and Blackwater Navigation; and RHS Gardens at Hyde Hall, a nationally-important scale landscape gardens and a key visitor attraction. This policy provision is expected to support the continued growth and expansion of these institutions/areas, generating economic benefits such as the provision of jobs, education and training and tourism development.</p> <p>Overall, the Spatial Strategy has been assessed as having a significant positive effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	<ul style="list-style-type: none"> <li>• Will it support and enhance the City of Chelmsford by attracting new commercial investment and reinforcing the City’s attractiveness?</li> </ul>	<p>++/-</p>	<p><b>Likely Significant Effects</b></p> <p>Focusing the majority of new residential and employment development in and adjacent to the Chelmsford Urban Area, the other Growth Areas, to the north of South Woodham Ferrers and at key service settlements should ensure that prospective residents and workers have good access to key services and facilities by virtue of the wide range of services and facilities these settlements provide and their good transport links. Development to the north</p>

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	<ul style="list-style-type: none"> <li>• Will it encourage more people to live in urban areas?</li> <li>• Will it enhance the public realm?</li> <li>• Will it enhance the viability and vitality of South Woodham Ferrers town centre and principal and local neighbourhood centres?</li> <li>• Will it tackle deprivation in the most deprived areas, promote social inclusion and mobility and reduce inequalities in access to education, employment and services?</li> <li>• Will it support rural areas by providing jobs, facilities and housing to meet needs?</li> <li>• Will it maintain and enhance community facilities and services?</li> <li>• Will it increase access to schools and colleges?</li> <li>• Will it enhance accessibility to key community facilities and services?</li> <li>• Will it align investment in services, facilities and infrastructure with growth?</li> </ul>		<p>east of Chelmsford also has the potential to complement the Beaulieu and Channels development by providing community facilities and services for residents or by enabling prospective residents to access facilities in this urban extension.</p> <p>There is a risk that growth could place pressure on existing community facilities and services, particularly in Great Leighs which has more limited existing provision. However, the preferred Spatial Strategy may also improve the viability of existing shops, services and facilities, commensurate with an increased local population. Additionally, there would be the delivery of a range of community facilities and services, alongside retail provision, at the key growth locations. This would be expected to help address increased demand arising from new development and could also benefit existing residents.</p> <p>There are pockets of deprivation across the Chelmsford City Area with some lower super output areas (LSOAs) being within the most deprived in the country. These LSOAs are predominantly focused within the Chelmsford Urban Area and include the wards of Marconi, Patching Hall and St Andrews. By focusing development within and adjacent to the Chelmsford Urban Area, the Spatial Strategy will help to promote the regeneration of brownfield sites, urban renaissance and address deprivation in these wards, although this will be dependent on the exact location of development and the extent to which it supports wider regeneration initiatives and meets local needs.</p> <p>More broadly, it is anticipated that, in directing growth and investment towards/adjacent to urban areas, the Spatial Strategy will enhance the City Centre (including the public realm) and the vitality and viability of South Woodham Ferrers town centre. However, there is the potential for the Spatial Strategy to result in a lack of investment in other settlements including service settlements, although it is noted that beyond the main settlements, the Council will support diversification of the rural economy.</p> <p>As noted above, preferred Spatial Strategy defines Special Policy Areas within and around existing facilities and institutions. These Areas include Broomfield Hospital and ARU Writtle. This is expected to support the continued growth and expansion of these institutions, generating benefits in terms of continued access to services and facilities.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed significant positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

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	<ul style="list-style-type: none"> <li>Will it contribute to regeneration initiatives?</li> <li>Will it foster social cohesion?</li> </ul>		
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	<ul style="list-style-type: none"> <li>Will it avoid locating development where environmental circumstances could negatively impact on people's health?</li> <li>Will it maintain and improve access to green infrastructure, open space, leisure and recreational facilities?</li> <li>Will it maintain and enhance Public Rights of Way and Bridleways?</li> <li>Will it promote healthier lifestyles?</li> <li>Will it meet the needs of an ageing population?</li> <li>Will it support those with disabilities?</li> <li>Will it support the needs of young people?</li> <li>Will it maintain and enhance healthcare facilities and services?</li> <li>Will it align investment in healthcare facilities and services?</li> </ul>	<p>++/-</p>	<p><b>Likely Significant Effects</b></p> <p>There is potential for the construction of new development to have a negative effect on the health and wellbeing of residents and other sensitive receptors in close proximity to development sites and along transport routes within the City Area. Effects could include, for example, respiratory problems associated with construction traffic and dust. This may be more pertinent in sensitive areas such as locations with pre-existing health issues.</p> <p>In the longer term, there may be further adverse effects on health arising from, in particular, emissions to air associated with increased traffic movements. In this context, the baseline analysis presented in Section 3 of the SA Report highlights that the main source or air pollution in Chelmsford is road traffic emissions from major roads.</p> <p>Development focused on Chelmsford, South Woodham Ferrers and the new garden communities at North Chelmsford and East Chelmsford should realise relatively high levels of accessibility which will help to promote walking and cycling and thereby reduce emissions to air associated with car use. which may reduce car use and associated emissions to air. Allied with proposed improvements to highway circulation, public transport and walking and cycling (including through the Green Wedge), this is expected to generate a positive effect in relation to the promotion of healthy lifestyles and could help to reduce emissions to air associated with car use.</p> <p>The Chelmsford Open Space Study (2016) has found deficiencies in open space provision including in respect of amenity greenspace, parks and recreation grounds and play space, particularly within the urban areas. New open space and recreational facilities would be delivered alongside residential development as part of the proposed urban extensions. Together with protection of the existing Green Wedge, this could help to address these deficiencies and provide new opportunities, supporting the health and wellbeing of existing and prospective residents.</p> <p>The concentration of residential development within and adjacent to urban areas should help to ensure that prospective residents have easy access to health care facilities (by virtue of the close proximity of new development to these facilities or through public transport connections). There is a risk that demand arising from new residents may undermine the quality of existing services and facilities. In this regard, the GP-patient ratio data for the NHS Mid Essex Clinical Commissioning Group highlights that, as of 2014, ratios were 1,654.29 patients per Full Time Equivalent (FTE) GP. This is above the UK average of 1,580 patients per FTE. However, the preferred Spatial Strategy would be expected to deliver</p>

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	<p>with growth to ensure that there is capacity to meet local needs?</p> <ul style="list-style-type: none"> <li>• Will it encourage sustainable food production to reduce food miles, such as community gardens or allotments?</li> <li>• Will it improve access to healthcare facilities and services?</li> <li>• Will it promote community safety?</li> <li>• Will it reduce actual levels of crime and anti-social behaviour?</li> <li>• Will it reduce the fear of crime?</li> <li>• Will it promote design that discourages crime?</li> </ul>		<p>additional investment in primary healthcare facilities including the provision of new facilities as part of the proposed larger urban extensions. The Mid Essex Clinical Commissioning Group Annual Report 2022 identified a GP-patient ratio of 1,621, showing a slight though steady improvement regarding this element of healthcare (though the population figures used only includes those registered to a GP currently).</p> <p>As noted above, the Spatial Strategy defines Special Policy Areas within and around existing facilities and institutions. These Areas include Broomfield Hospital which is expected to support the continued growth and expansion of the hospital to meet future demand.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed significant positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	<ul style="list-style-type: none"> <li>• Will it reduce travel demand and the distance people travel for jobs, employment, leisure and services and facilities?</li> <li>• Will it reduce out-commuting?</li> <li>• Will it encourage a shift to more sustainable modes of transport?</li> <li>• Will it encourage walking, cycling and the use of public transport?</li> <li>• Will it help to reduce traffic congestion and improve road safety?</li> </ul>	<p>++/-</p>	<p><b>Likely Significant Effects</b></p> <p>The concentration of new residential and employment development in and adjacent to urban areas, the promotion of mixed use sustainable urban extensions and the delivery of strategic improvements to the walking/cycling network (including through the Green Wedge) are all likely to reduce the need to travel by car and encourage walking/cycling (as services and employment opportunities would be physically accessible). New development should also be well connected to the existing public transport network (including existing planned infrastructure such as the new rail station and transport hub to the north east of Chelmsford as part of the Beaulieu development). Development may also help to maintain existing, and stimulate investment in, new public transport provision. In this regard, it is noted that the Spatial Strategy includes two park and ride schemes (one located to the south west of Chelmsford around the A414 and the other located to the north east of Chelmsford around the A12 and A138). The delivery of local employment opportunities may also help to reduce out-commuting in the longer term.</p> <p>The Spatial Strategy would direct a proportion of the City Area’s housing requirement to the key service settlements (within the identified Growth Areas) of Great Leighs, Broomfield, Bicknacre, and Danbury. This could result in increased car use given the existing size of the</p>

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	<ul style="list-style-type: none"> <li>• Will it deliver investment in transportation infrastructure that supports growth in the Chelmsford City Area?</li> <li>• Will it locate new development in locations that support and make best use of committed investment in strategic infrastructure?</li> <li>• Will it support the expansion, or provision of additional, park and ride facilities?</li> <li>• Will it enhance Chelmsford's role as a key transport node?</li> <li>• Will it reduce the level of freight movement by road?</li> </ul>		<p>settlements and the more limited range of services and jobs they provide. However, new development does present an opportunity to enhance the sustainability of these settlements by supporting investment in community facilities and services.</p> <p>The baseline analysis presented in Section 3 of the IIA Report highlights that one of the City Area's strengths is its good connectivity to London. However, the high levels of both in and out-commuting experienced by the City Area is also an issue. Under the Spatial Strategy, an increase in population and households within the Chelmsford Urban Area in particular will generate more transport movements. Based on current trends, these movements are expected to be by car with a continuation of (net) out-commuting but substantial in-commuting. This could result in increased pressure on the road network, with congestion on the A12, A130 and A414 (a number of junctions on the strategic highway network have capacity constraints and pinch points) and on local road networks. In this regard, the 'Preferred Option Strategic &amp; Local Junction Modelling' (January 2018) assessment found a number of routes where increases in congestion might be expected by 2036 under the local plan scenario. These include corridor routes approaching junctions with Parkway – notably the A1060 Rainsford Road and A1016 Rainsford Lane and Springfield Road in the vicinity of Victoria Road. The junction of Chignal Road and Roxwell Road is also modelled to experience greater levels of congestion as a result of development proposals in the west of Chelmsford.</p> <p>The Spatial Strategy could deliver a number of highways improvements including at the Army and Navy Junction and to the A132. Additionally, growth could facilitate the delivery of a Chelmsford North-East By-pass and other highways infrastructure improvements which would help to enhance connectivity to the strategic road network and alleviate congestion.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed significant positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	<ul style="list-style-type: none"> <li>• Will it promote the use of previously developed (brownfield) land and minimise the loss of greenfield land?</li> </ul>	+/-	<p><b>Likely Significant Effects</b></p> <p>In order to assess the potential future development capacity in Chelmsford's Urban Area, the Council has undertaken detailed assessments to calculate the type and level of development that could come forward. The Spatial Strategy would support the redevelopment of brownfield sites in the Chelmsford Urban Area and Growth Areas.</p>

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	<ul style="list-style-type: none"> <li>Will it avoid the loss of agricultural land including best and most versatile land?</li> <li>Will it reduce the amount of derelict, degraded and underused land?</li> <li>Will it encourage the reuse of existing buildings and infrastructure?</li> <li>Will it prevent land contamination and facilitate remediation of contaminated sites?</li> </ul>		<p>Notwithstanding the above, development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the City Area mean that greenfield land adjacent to the urban areas of Chelmsford (including East of Great Baddow / North of Sandon, West of Chelmsford and North of Broomfield) and South Woodham Ferrers, Great Leighs, Danbury, Bicknacre, Ford End, East Hanningfield, Writtle and Galleywood would be required to deliver approximately 80% of new development (greenfield/mixed greenfield and brownfield sites).. Allied with the potential construction of a Chelmsford North-East By-pass (as well as other infrastructure), the area of greenfield land required over the plan period is expected to be significant.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and significant negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	<ul style="list-style-type: none"> <li>Will it result in a reduction of run-off of pollutants to nearby water courses that lead to a deterioration of existing status and/or failure to achieve the objective of good status under the Water Framework Directive?</li> <li>Will it improve ground and surface water quality?</li> <li>Will it reduce water consumption and encourage water efficiency?</li> <li>Will it ensure that new water/wastewater management infrastructure is delivered in a</li> </ul>	<p>+/-</p>	<p><b>Likely Significant Effects</b></p> <p>The Water Cycle Study (2024) identifies some constraints with respect to water service infrastructure and the water environment to deliver development, likely to require that strategic water resource options and wastewater solutions are developed in advance of development coming forward. The draft Essex and Suffolk Water Resource Management Plan 2024 identifies that without further investment in things like expanding reservoirs and other sources of water, that demand for water will begin to outpace supply in the future (2030+). This is also due to changes in the rules governing how much water, water companies can take from existing sources that will come into force after 2030.</p> <p>Depending on the exact location of new development, the proximity to waterbodies and the prevailing quality of the waterbody, there is potential for adverse effects on water quality associated with construction activities (through, for example, accidental discharges or uncontrolled surface water runoff from construction sites). Given the confluence of rivers within Chelmsford it could be considered that development will be within close proximity of a waterbody however, the Green Wedge within the City Area is defined by the valleys and flood plains for the Rivers Chelmer, Wid and Can which should reduce the likelihood of significant adverse effects in this regard. Further, it is assumed that the design of new development will include sustainable urban drainage systems (SuDS) to ensure that all subsequent rainfall will infiltrate surfaces rather than exacerbate any downstream flood risks (which also have temporary effects on water quality).</p>

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	<p>timely manner to support new development?</p>		<p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>New development will increase water resource use within the City Area in both the short term during construction and in the longer term once development is complete. This has been considered as part of the appraisal of the preferred growth options.</li> <li>It is assumed that the Council will liaise with Essex and Suffolk Water with regard to infrastructure requirements for future development.</li> <li>Measures contained in the Essex and Suffolk Water Water Resources Management Plan would be expected to help ensure that future water resource demands are met.</li> <li>There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	<ul style="list-style-type: none"> <li>Will it help to minimise the risk of flooding to existing and new developments/infrastructure?</li> <li>Will it manage effectively, and reduce the likelihood of, flash flooding, taking into account the capacity of sewerage systems?</li> <li>Will it discourage inappropriate development in areas at risk from flooding and promote the sequential test?</li> <li>Will it ensure that new development does not give rise to flood risk elsewhere?</li> </ul>	<p>+/-</p>	<p><b>Likely Significant Effects</b></p> <p>The baseline analysis presented in Section 3 of the SA Report highlights that flood risk is a potentially significant constraint to future development in the City Area with large parts of the Chelmsford Urban Area in particular being at risk of fluvial flooding. However, given requirements for proposals to be accompanied by a Flood Risk Assessment (FRA) where appropriate, it is considered unlikely that new development would be at significant risk of flooding, although this is dependent on the exact location of development.</p> <p>Large parts of South Woodham Ferrers are at risk of coastal flooding. However, land to the north of the town, and which is identified as an area for growth, is in Flood Zone 1. Flood risk adjacent to the Chelmsford Urban Area is more limited and is unlikely to be a significant constraint to development at urban extensions.</p> <p>Environment Agency flood maps indicate that surface water flooding is a potential constraint within the main urban areas of Chelmsford and South Woodham Ferrers. Some land adjacent to the main urban areas and around Great Leighs are also at risk of surface water flooding. In this context, the loss of greenfield land could lead to an increased risk of flooding off site (as a result of the increase in impermeable surfaces). However, it can be reasonably assumed that new development proposals which may result in an increase in</p>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>• Will it deliver Sustainable Drainage Systems (SUDs) and promote investment in flood defences that reduce vulnerability to flooding?</li> <li>• Will it encourage the use of multifunctional areas and landscape design for drainage?</li> <li>• Will it help to discourage inappropriate development in areas at risk from coastal erosion?</li> <li>• Will it help to manage and reduce the risks associated with coastal erosion and support the implementation of the Essex and South Suffolk Shoreline Management Plan?</li> </ul>		<p>flood risk will be accompanied by an FRA and incorporate suitable flood alleviation measures (thereby minimising the risk of flooding).</p> <p>The City Area’s existing Green Wedge is defined by the valleys and flood plains of the River Chelmer, Wid and Can. This could help to ensure that development is not located near to flood zones and provide space for flood waters to flow through and additional areas for future flood storage.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• It is assumed that, where appropriate, development proposals would be accompanied by a FRA and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.</li> <li>• The Local Planning Authority will apply a sequential risk-based approach, including the application of the ‘exception test,’ consistent with the NPPF.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	<ul style="list-style-type: none"> <li>• Will it maintain and improve air quality?</li> <li>• Will it address air quality issues in the Army and Navy Air Quality Management Area and prevent new designations of Air Quality Management Areas?</li> <li>• Will it avoid locating development in areas of existing poor air quality?</li> </ul>	<p>+/-</p>	<p><b>Likely Significant Effects</b></p> <p>There is the potential for the construction and operation of new development to have negative effects on air quality due to emissions generated from plant and HGV movements during construction. In the longer term, once development is complete, the increase in population will in-turn generate additional transport movements and associated emissions to air. In this regard, the baseline analysis presented in Section 3 of the SA Report indicates that the main source of air pollution in Chelmsford is road traffic emissions from major roads, notably the A12, A414, A138, A130 and B1016.</p> <p>As noted above, the HRA identifies that growth supported by the Review of the Local Plan Preferred Options has the potential to contribute to ‘in combination’ air quality effects on sensitive sites (principally Epping Forest SAC). However, further assessment through the HRA has demonstrated that the ‘in combination’ contribution of the Local Plan is likely to be too small to be ‘significant’.</p>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it minimise emissions to air from new development?</li> </ul>		<p>As highlighted under the assessment against SA Objective 6, the concentration of new residential and employment development in and adjacent to urban areas, the promotion of mixed use sustainable urban extensions and the delivery of strategic improvements to the walking/cycling network (including through the Green Wedge) are all likely to reduce the need to travel by car and associated emissions to air. New development should also be well connected to the existing public transport network (including existing planned infrastructure such as the new rail station and transport hub to the north east of Chelmsford as part of the Beaulieu development). Development may also help to maintain existing, and stimulate investment in, new public transport provision. In this regard, it is noted that the Spatial Strategy includes two park and ride schemes (one located to the south west of Chelmsford around the A414 and the other located to the north east of Chelmsford around the A12 and A138) as well as highways improvements including to the Army and Navy Junction which may help to improve local air quality. The delivery of local employment opportunities may also help to reduce out-commuting in the longer term and associated emissions to air.</p> <p>The Spatial Strategy would direct a proportion of the City Area’s housing requirement to the key service settlements. This could result in increased car use given the existing size of the settlements and the more limited range of services and jobs they provide. However, new development does present an opportunity to enhance the sustainability of these settlements by supporting investment in community facilities and services.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	<ul style="list-style-type: none"> <li>Will it minimise energy use and reduce or mitigate greenhouse gas emissions?</li> <li>Will it plan or implement adaptation measures for the likely effects of climate change?</li> <li>Will it support the delivery of renewable and low carbon</li> </ul>	<p style="text-align: center;">+</p>	<p><b>Likely Significant Effects</b></p> <p>The volume of greenhouse gas emissions associated with the Spatial Strategy are primarily influenced by the quantum of development to be accommodated in the City Area over the plan period and which has been appraised separately. Further, detailed Local Plan policies covering sustainable design as well as the scale of developments brought forward and competing priorities for developer contributions (relating to the viability of incorporating sustainable design techniques) will influence the scale of emissions.</p> <p>Notwithstanding the above, as noted in the assessment against SA Objective 6, the concentration of new residential and employment development in and adjacent to urban</p>

SA Objective	Guide Questions	Score	Commentary
	<p>energy and reduce dependency on non-renewable sources?</p> <ul style="list-style-type: none"> <li>Will it promote sustainable design that minimises greenhouse emissions and is adaptable to the effects of climate change?</li> </ul>		<p>areas, the promotion of mixed use sustainable urban extensions and the delivery of strategic improvements to the walking/cycling network are all likely to reduce the need to travel by car and associated emissions to air including greenhouse gases. New development should also be well connected to the existing public transport network (including existing planned infrastructure such as the new rail station and transport hub to the north east of Chelmsford as part of the Beaulieu development). Development may also help to maintain existing, and stimulate investment in, new public transport provision. In this regard, it is noted that the Spatial Strategy includes two park and ride schemes (one located to the south west of Chelmsford around the A414 and the other located to the north east of Chelmsford around the A12 and A138). The delivery of local employment opportunities may also help to reduce out-commuting in the longer term.</p> <p>The Spatial Strategy would direct a proportion of the City Area's housing requirement to key service settlements. This could result in increased car use given the existing size of the settlements and the more limited range of services and jobs they provide. However, new development does present an opportunity to enhance the sustainability of these settlements by supporting investment in community facilities and services.</p> <p>The delivery of urban extensions may present an opportunity to deliver district scale heating systems and which could promote renewable energy generation in the City Area. However, this will be dependent on site specific proposals.</p> <p>Overall, the Spatial Strategy has been assessed as having a positive effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	<ul style="list-style-type: none"> <li>Will it minimise the demand for raw materials?</li> <li>Will it promote the use of local resources?</li> <li>Will it reduce minerals extracted and imported?</li> </ul>	~	<p><b>Likely Significant Effects</b></p> <p>New development will result in increased resource use and the generation of waste in both the short term during construction and in the longer term once development is complete. This has been considered as part of the appraisal of development requirements and not here.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>• Will it increase efficiency in the use of raw materials and promote recycling?</li> <li>• Will it avoid sterilising minerals extraction sites identified by the Essex Minerals Local Plan?</li> <li>• Will it reduce waste arisings?</li> <li>• Will it increase the reuse and recycling of waste?</li> <li>• Will it support investment in waste management facilities to meet local needs?</li> <li>• Will it support the objectives and proposals of the Essex Minerals Local Plan?</li> </ul>		<ul style="list-style-type: none"> <li>• None identified.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	<ul style="list-style-type: none"> <li>• Will it help to conserve and enhance existing features of the historic environment and their settings, including archaeological assets?</li> <li>• Will it tackle heritage assets identified as being 'at risk'?</li> <li>• Will it promote sustainable repair and reuse of heritage assets?</li> <li>• Will it protect or enhance the significance of designated heritage assets?</li> </ul>	<p><b>+/-/?</b></p>	<p><b>Likely Significant Effects</b></p> <p>There are a number of designated cultural heritage assets within and in close proximity to the Chelmsford Urban Area, South Woodham Ferrers, Great Leighs, Great Baddow/Sandon, Bicknacre and Danbury. These assets include, for example: scheduled monuments (such as Moulsham Bridge in the City of Chelmsford, a Medieval saltern adjacent to Hawbush Creek in South Woodham Ferrers, Gubbion's Hall moated site in Great Leighs, the Icehouse in Danbury Country Park, Danbury Camp Hill Fort and a Medieval tile kiln in Danbury and Bicknacre Priory in Bicknacre); eight conservation areas within the Chelmsford Urban Area as well as Great Baddow and Sandon Conservation Areas; and a number of listed buildings and registered parks and gardens. There is the potential for these assets, as well as other non-designated assets that contribute to the character of the settlements and buried assets, to be adversely affected by new development. Adverse effects may be felt during construction and also in the longer term once development has been completed. Effects may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development.</p>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>• Will it protect or enhance the significance of non-designated heritage assets?</li> <li>• Will it promote local cultural distinctiveness?</li> <li>• Will it help to conserve historic buildings, places and spaces that enhance local distinctiveness, character and appearance through sensitive adaptation and re-use?</li> <li>• Will it improve and promote access to buildings and landscapes of historic/cultural value?</li> <li>• Will it recognise, conserve and enhance the inter-relationship between the historic and natural environment?</li> </ul>		<p>Locating new development in close proximity to heritage assets may increase the accessibility of prospective residents to them, generating a positive effect on this objective. There may also be opportunities for heritage-led development which could serve to protect and enhance areas or buildings of historical, archaeological and cultural value and potentially enhance the setting of assets (for example, through the sensitive development of brownfield sites such as Sandford Mill).</p> <p>The implementation of the Spatial Strategy could aid the construction of a Chelmsford North-East By-pass and other infrastructure improvements. Their construction could affect buried archaeological remains and above ground assets along their routes although until the routes are determined this is uncertain.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.</li> </ul>
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	<ul style="list-style-type: none"> <li>• Will it conserve and enhance landscape character and townscapes?</li> <li>• Will it promote high quality design in context with its urban and rural landscape?</li> <li>• Will it avoid inappropriate development in the Green Belt and ensure the Green Belt endures?</li> </ul>	<p>+/-</p>	<p><b>Likely Significant Effects</b></p> <p>The baseline analysis presented in Section 3 of the SA Report highlights that the built form and scale of the City Centre is a product of historic evolution. It notes that the City Centre has areas of distinct built character based on history, townscapes and use, all requiring the reinforcement of their sense of place. With regard to South Woodham Ferrers, meanwhile, the analysis highlights the unique character of the town. Development within and adjacent to the Chelmsford Urban Area and to the north of South Woodham Ferrers has the potential to adversely affect townscape character during construction and once development is complete, although this would be dependent on the scale, height and design of new development. The redevelopment of brownfield sites also, however, presents an opportunity to enhance the quality of the built environment and to improve townscapes.</p> <p>As noted above, development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area</p>

SA Objective	Guide Questions	Score	Commentary
	<ul style="list-style-type: none"> <li>Will it help to conserve and enhance the character of the undeveloped coastline?</li> <li>Will it avoid inappropriate erosion to the Green Wedge?</li> </ul>		<p>means that greenfield land will be brought forward for development. Allied with the potential construction of a Chelmsford North-East By-pass (as well as other infrastructure), the area of greenfield land required over the plan period is therefore expected to be substantial. In consequence, there is the potential for significant negative effects on landscape character and visual amenity. However, the magnitude of adverse effects will be dependent on the exact location, density and design of new development in the context of the landscape sensitivity of the receiving environment. In this regard, it is noted that the Landscape Sensitivity and Capacity Assessment (2017) indicates that the vast majority of preferred sites are not within areas identified with a high landscape sensitivity or high visual sensitivity. It should also be noted that development would not be within the Green Belt or at locations that would harm the Green Wedge.</p> <p>Under the preferred Spatial Strategy, the existing Green Wedge would be largely retained. Together with the adoption of Garden City principles at Growth Sites 4 and 16a, these measures would be expected to help mitigate adverse effects on landscape character arising from new development and maintain separation between built-up areas.</p> <p>Overall, the Spatial Strategy has been assessed as having a mixed positive and negative effect on this objective.</p> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

## CHAPTER 6 - HOW WILL FUTURE DEVELOPMENT GROWTH BE ACCOMMODATED?

Strategic Policy S6 – Housing and Employment Requirements

Strategic Policy S7 – The Spatial Strategy

Strategic Policy S8 – Delivering Economic Growth

Strategic Policy S16 – Connectivity and Travel

Strategic Policy S9 – Infrastructure Requirements

Strategic Policy S10 – Securing Infrastructure and Impact Mitigation

Strategic Policy S11 – The Role of the Countryside

Strategic Policy S12 – The Role of the City, Towns and Neighbourhood Centres

Strategic Policy S17 – The Future of Chelmsford City Centre

Strategic Policy S13 – Monitoring and Review

**Strategic Policies S6-S17: Creating Sustainable Development – Addressing Sustainability**

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	- /?	+/ /?	- /?	+/ /?	+	+	0	0	-/?	+/?	+/-/?	<p><u>Likely Significant Effects</u></p> <p>Within the Chelmsford City Council administrative area (the City Area) there are three European sites: Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA; Crouch and Roach Estuaries Ramsar; and the Essex Estuaries SAC together with the Blackwater, Crouch, Roach and Colne Estuaries Marine Conservation Zone three additional sites within approximately 10km. In addition, there are eight Sites of Special Scientific Interest (SSSI), six Local Nature Reserves (LNRs) and 171 Local Wildlife Sites (LoWS). Policy S11 defines the role of the countryside and seeks to protect areas of ecological value from inappropriate development. The designation of the Green Wedge will also help to conserve and enhance biodiversity by protecting important habitats. Overall, this policy has been assessed as having a significant positive effect on this objective.</p> <p>Policy S8 prioritises the use of previously developed land in sustainable locations for employment development. However, greenfield releases will be required, which may have an effect on biodiversity. Policy S8 has therefore been assessed as having a negative effect on this objective, although the magnitude of effect is uncertain and will be dependent on the exact location of development and the ecological value of sites.</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
												<p>Policy S9 explicitly refers to supporting green infrastructure, which would have positive effect on this objective. However, the policy will also support development of a range of infrastructure, including significant transport projects, which may adversely affect biodiversity.</p> <p>Policy S16 seeks to create new infrastructure within Chelmsford, especially where it can promote active travel and more sustainable forms of transport. This infrastructure has the potential to compromise existing natural places, generating minor negative effects, though this is uncertain.</p> <p>Policy S17 is concerned with development within the Chelmsford City Centre. It is likely that there is not a considerable quantity of biodiversity assets within the City Centre, and any that do exist would be protected as open green/blue space (the Policy also seeks to protect such spaces). Policy S17 does seek to create new open spaces within the City Centre, which could have some minor biodiversity benefits, though the existing built environment could make this difficult/uncertain.</p> <p>Policies S12 and S13 have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have mixed positive and negative effects on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (except those identified above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>2. Housing:</b> To meet the housing needs of the Chelmsford	+	+	0	+	+	0	0	0	0	+	+	<p><b>Likely Significant Effects</b></p> <p>The preferred housing requirement makes provision for a minimum of 19,000 net new homes over the plan period at an average annual rate of 1,000 net new homes per-year. This is in accordance with the City Area's</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
City Area and deliver decent homes.												<p>assessed housing need as identified in the Strategic Housing Needs (OAHN) Study (2023).</p> <p>The implementation of Policy S9 will enable delivery of infrastructure and services in line with new development. This provision is considered to have a minor positive effect on this objective by ensuring housing is supported by commensurate infrastructure investment. Policy S10 will also ensure timely delivery of infrastructure to support new development. Policy S17 governs development within the Chelmsford City Centre and is seeking to ensure the City Centre is a good place to work and live, which would potentially improve any housing created within the centre and/or improve the lives of residents currently living within the City Centre.</p> <p>Policies S10, S13, S14, S15 and S16 have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a mixed significant positive and minor negative effect on this objective, although some uncertainty remains.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>3. Economy, Skills and Employment:</b></p> <p>To achieve a strong and stable economy which offers</p>	+	+	+	+	+	0	++	0	+	++	++/?	<p><b>Likely Significant Effects</b></p> <p>Policy S8 specifically supports economic growth through a flexible and market-responsive allocation of employment land. The policy seeks to (inter alia): safeguard allocated employment areas; support the growth of rural businesses; and support large new office development in the City Centre. In addition, the policy encourages links between businesses and the two university campuses in the area. By seeking to focus employment growth in locations well-served by public transport, this policy should also</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
rewarding and well located employment opportunities to everyone.												<p>ensure that jobs are accessible. Overall, the policy has been assessed as having a significant positive effect on this objective.</p> <p>The implementation of Policy S9 and Policy S10 will enable the delivery of infrastructure and services in line with new development. This provision is considered to have a positive effect on this objective by ensuring employment development is supported by commensurate infrastructure investment and which could also help to attract inward investment. The delivery of infrastructure itself could also support the creation of employment opportunities. It is noted that the infrastructure listed in Policy S11 includes educational facilities, the delivery of which could help to ensure that there is sufficient schools capacity to accommodate future growth, and neighbourhood centres, which could support the City Area's retail offer. Overall, Policies S9 and S10 have been assessed as having a significant positive effect on this objective.</p> <p>Chelmsford has a strong retail sector that supports over 10,000 jobs. The implementation of Policy S12 will ensure that development follows the town centre first approach, which concentrates retail development in Chelmsford City Centre, South Woodham Ferrers Town Centre and Principal and Local Neighbourhood Centres. This will support retail development in these locations, strengthening the role of the City Centre and will help to ensure that employment opportunities are accessible. This policy has therefore also been assessed as having a significant positive effect on this objective.</p> <p>Policy S16 would have minor positive effects through supporting the accessibility of employment/skills-based development that would be created within Chelmsford through have connectivity and travel requirements. Such improvements would also benefit any existing such development within Chelmsford.</p> <p>Policy S17 would have significant positive effects as it encourages economic development within the Chelmsford City Centre.</p> <p>Policies S11 and S13 have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a significant positive effect on this objective, although some uncertainty remains.</p> <p><b><u>Uncertainties</u></b></p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
												<ul style="list-style-type: none"> <li>None identified (except those identified above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	+/-	+ +/-	+ +	+ +	+ +	+	++	0	++	++	++/-	<p><b>Likely Significant Effects</b></p> <p>Policy S8 will support rural businesses and reinforce the City Centre as a location for economic investment and growth. Similarly, Policy S12 will ensure that the vitality and vibrancy of the Designated Centres is maintained through a town centre first approach to main town centre uses. Both policies are expected to promote sustainable living and urban renaissance and may help to ensure that employment opportunities, facilities and services are accessible to all. In consequence, they have been assessed as having a significant positive effect on this objective.</p> <p>The implementation of Policy S9 will support the delivery of infrastructure and services in line with new development. This provision is considered to have a significant positive effect on this objective by ensuring new development is supported by commensurate infrastructure investment to make it sustainable. The policy may also support improvements to the public realm and help to address deprivation. Similarly, Policy S10 will ensure timely delivery of infrastructure, services and facilities to support new development.</p> <p>Policy S11 will indirectly contribute to ensuring most new development takes place within or around the urban areas and Key Service Settlements. This will help to ensure that development is accessible to key services and facilities as well as public transport thereby reducing the need to travel by car. This has been assessed as having a minor positive effect on this objective.</p> <p>Policy S16 seeks to ensure development is well connected by a variety of travel options and heavily pushes active travel, sustainable and renewable travel methods. A significant positive effect is identified.</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
												<p>Policy S17 governs development within the Chelmsford City Centre, which specifically refers to the climate and sustainability, with the policy seeking to ensure development is sustainable. It also seeks to strengthen the City Centre. A significant positive effect is identified.</p> <p>Policy S15 has been identified as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a mixed significant positive and minor negative effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	+/ - /?	+ +/ -	+ +	+ +/ -	+ +	+ +	+ +	0	++	+	++/-	<p><b>Likely Significant Effects</b></p> <p>Policy S9 is assessed as having a significant positive effect on this objective by enabling delivery of infrastructure and services in line with new development, including healthcare facilities, open space, green infrastructure, recreation provision, and cycle lanes and walking routes. This could help reduce emission here and have positive impacts on human health. Additionally, the provision of facilities and services alongside new development could reduce the need to travel and promote walking and cycling, thereby encouraging healthy lifestyles. The construction of some of the infrastructure required may have localised impacts on health for those close to the development sites. However, these effects are expected to be temporary and not significant. New development may place pressure on existing facilities and services such as healthcare.</p> <p>Policy S10 will help to ensure the timely delivery of infrastructure, services and facilities to meet this increased demand and has therefore also been assessed as having a significant positive effect on this objective. Similarly, Policy S16 would also have significant positive effects through promoting connectivity and travel by active, sustainable and renewable forms of travel and through encouraging the creation of electric vehicle infrastructure.</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
												<p>The implementation of Policy S8 would help to retain employment land across the City Area and create further employment opportunities in the urban and rural areas. The implementation of Policy S12, meanwhile, will support vibrant and vital town centres. Together, these policies could ensure that employment opportunities and services facilities are accessible, helping to promote healthy lifestyles. There is also strong evidence showing that work is generally good for physical and mental health and well-being. In this context, these policies have been assessed as having a positive effect on this objective.</p> <p>By restricting development in the countryside, Policy S11 is expected to encourage growth in the Chelmsford Urban Area, South Woodham Ferrers the new Garden Communities and Key Service Settlements outside the Green Belt, thereby helping to ensure that development is accessible to healthcare facilities. Development in accessible locations may also help to promote walking and cycling. The protection of the Green Wedge will also provide opportunities for outdoor recreation, thereby supporting healthy and active lifestyles.</p> <p>Policy S17 governs development within the Chelmsford City Centre and seeks to ensure development is well connected and allows for active travel opportunities. A minor positive effect is identified.</p> <p>Policy S15 has been identified as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a mixed significant positive and minor negative effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	<p>+/ - /?</p>	<p>+ +/ -</p>	<p>+ +/ -</p>	<p>+ +</p>	<p>+ +</p>	<p>+</p>	<p>++</p>	<p>0</p>	<p>++</p>	<p>+</p>	<p>++/-</p>	<p><b>Likely Significant Effects</b></p> <p>Policy S8 specifically requires that employment development is located in sustainable locations well-served by existing or planned public transport provision. This is expected to help reduce the need to travel by car by ensuring that jobs are accessible. The creation of local employment opportunities could also help to reduce out-commuting from the City Area. However, development is likely to lead to an increase in vehicle movements both during construction and when complete. Therefore, a minor negative effect has also been identified.</p> <p>The Chelmsford City Area includes several primary road routes which can suffer from congestion on and around them. These roads include: the main A12, which connects Chelmsford to the M25 and London; the A130, which runs north-south across Essex; and the A414. Chelmsford rail station is one of the busiest in the East of England, accommodating up to 7.5 million passenger trips per year.</p> <p>Policy S9 includes a range of transportation infrastructure development requirements including: additional Park and Ride sites to serve West Chelmsford and North East Chelmsford; cycle routes and footway improvements; bus priority and rapid transit measures; and highways improvements including a Chelmsford North East By-pass. The policy also supports public transport use, sustainable transport measures and other transport improvements in the locality or directly related to development. Once implemented, these measures will help to mitigate the adverse impacts of new development and would help to relieve existing congestion and promote sustainable modes of transport. Policy S9 has therefore been assessed as having a significant positive effect on this objective. Policy S10 will help to ensure the timely delivery of transport infrastructure and has therefore also been assessed as having a significant positive effect on this objective. Similarly, Policy S16 is focused on improving connectivity and travel, seeking to encourage a range of transport options and would therefore also have significant positive effects.</p> <p>The implementation of Policy S12 would ensure that retail development and other uses follow the 'town centre first' approach which contributes to the delivery of vibrant and viable town centres and is expected to reduce the need to travel to meet daily shopping needs/access jobs. Policy S12 has therefore been assessed as having a significant positive effect on this objective.</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
												<p>As set out above, by restricting development in the countryside, Policy S11 is expected to encourage growth in and around existing built-up or urban areas. This will help to ensure that development is accessible to key services and facilities as well as public transport thereby reducing the need to travel by car. This has been assessed as having a positive effect on this objective.</p> <p>Policy S17 governs development within the Chelmsford City Centre and seeks to ensure development is well connected and allows for active travel opportunities. A minor positive effect is identified.</p> <p>Policy S15 has been identified as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a mixed significant positive and minor negative effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	+/--	+/--	+/--	+/--	0	+	+	0	+/-	+	+/--	<p><b>Likely Significant Effects</b></p> <p>Policy S11 directs development to and around the urban areas and Designated Settlements, which is expected to support opportunities for the reuse of brownfield land in turn could help to protect agricultural land. This has been assessed as having a significant positive effect on this objective. The implementation of Policy S12, meanwhile, would support the City, Town and Neighbourhood Centres; concentrating retail development in towns and designated centres, which is also expected to encourage the reuse of previously developed land. This has been assessed as having a positive effect on this objective. Policy S17 is similar as it is focused on governing development within the Chelmsford City Centre and it is extremely likely that any development within this location would use previously developed land. A minor positive effect is identified.</p> <p>The implementation of Policy S8 will ensure that brownfield land is maximised in meeting employment need and prioritised in developing</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
												<p>employment land. However, it is recognised that there are a limited number of brownfield sites that have not been earmarked for employment development and a large area of greenfield land will therefore be required to accommodate future growth. In consequence, a mixed positive and significant negative effect has been identified on this objective in respect of Policy S8.</p> <p>Policy S9 promotes (inter alia) the provision of green infrastructure and open space within new development. This is assessed as having a minor positive effect on this objective. However, the Policy also identifies the development of (inter alia) road improvement schemes, Park and Ride facilities, and education facilities as key infrastructure requirements. The development of this infrastructure will necessitate the development of greenfield land and a mixture of minor positive and significant negative effects are identified. Policy S16 is similar in that it encourages a range of travel options that would require associated infrastructure, which could take both brownfield and greenfield land to implement. The policy does protect several Green Wedge, however. A similar score of minor positive and significant negative effects is therefore identified for Policy S16.</p> <p>Policies S10 and S13 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a mixed positive and significant negative effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>8. Water:</b> To conserve and enhance water	-	+/-	-	+	+	+	0	0	0	++	++/-	<p><b>Likely Significant Effects</b></p> <p>Together, Policy S9 and Policy S10 will help to ensure that development contributes towards the delivery of water supply and treatment infrastructure necessary to accommodate growth as well as green infrastructure (which can help to minimise surface water runoff). Both</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
quality and resources.												<p>policies have therefore been assessed as having a significant positive effect on this objective.</p> <p>Policy S17 identifies a need for development along the River Can, River Chelmer, and Chelmer and Blackwater Navigation (where it is within the Chelmsford City Centre), should provide significant environmental improvements to the areas, helping to protect these important watercourses. A significant positive effect is therefore identified.</p> <p>The implementation of Policy S11, meanwhile, will help to protect open areas, including river corridors, which can contribute to protecting water quality. This has been assessed as having a minor positive effect on this objective.</p> <p>Economic growth will increase pressure on water resources. Therefore, Policy S8 has been assessed as having a negative effect on this objective.</p> <p>Policies S12, S13 and S16 have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a mixed significant positive and minor negative effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and	- /?	+/ -	+/ ?	+ +	+ +	+	0	0	0	+	++/-	<p><b>Likely Significant Effects</b></p> <p>The baseline analysis highlights that flood risk is a potentially significant constraint to future development in the City Area with large parts of the Chelmsford Urban Area in particular being at risk of fluvial flooding and parts of South Woodham Ferrers at risk from coastal flooding.</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
coastal erosion to people and property, taking into account the effects of climate change.												<p>In this context, ensuring that economic growth is supported (Policy S8) may have an impact on flood risk, the requirement for sites to be in a sustainable location is likely to ensure flood risk is not increased (although this will be in part dependent on the exact location of development). The loss of greenfield land to support development could lead to an increased risk of flooding off site (as a result of the increase in impermeable surfaces). However, it can be reasonably assumed that new development proposals which may result in an increase in flood risk will be accompanied by an FRA and incorporate suitable flood alleviation measures (thereby minimising the risk of flooding). Overall, Policy S8 has been assessed as having a positive effect on this objective although the overall effect is uncertain dependent on location and design.</p> <p>Policy S9 specifically refers to the requirement for strategic flood defence measures for Chelmsford City Centre and may lead to other flood risk management measures being delivered in addition to green infrastructure which can help to manage flood risk. In consequence, this policy, together with Policy S10, are considered to have a significant positive effect on this objective. Policy S11, meanwhile, will help protect (inter alia) river corridors, which often act as floodplains, thereby having a positive effect on this objective.</p> <p>Minor positive effects are identified for Policy S17 as it could see an improvement in the resilience of the built environment that is near to the rivers that run through the Chelmsford City Centre.</p> <p>Policies S12, S13 and S16 have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a significant positive and minor negative effect on this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>• None identified (except those noted above).</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
<p><b>10. Air:</b> To improve air quality.</p>	+/ - /?	+/ -	+/ -	+ +	+	+/ ?	+/-	0	+/-	+/-	+/-	<p><b>Likely Significant Effects</b></p> <p>Policy S9 includes a range of transportation infrastructure development requirements including: additional Park and Ride sites to serve West Chelmsford and North East Chelmsford; cycle routes and footway improvements; bus priority and rapid transit measures; and highway improvements including a Chelmsford North East By-pass. The policy also supports public transport use, sustainable transport measures and other transport improvements in the locality or directly related to development. Once implemented, these measures will help to mitigate the adverse impacts of new development and would help to relieve existing congestion and promote sustainable modes of transport, generating positive air quality effects (although it is recognised that their construction could result in increased emissions to air in the short term). This policy also explicitly refers to improvements to the Army and Navy Junction, which may help to address existing air quality issues in this location, and the provision of green infrastructure and open space, which can help to improve local air quality. Overall, Policy S9 has been assessed as having a significant positive effect on this objective.</p> <p>Policy S11 is expected to encourage growth primarily in and around the Chelmsford Urban Area, South Woodham Ferrers, at the new Garden Communities and other Key Service Settlements outside the Green Belt. This will help to ensure that the majority of new development is accessible to key services and facilities as well as public transport, reducing the need to travel by car and associated emissions to the air. However, dependent on the location of development, existing air quality issues in the urban area may be exacerbated. The policy also promotes the Green Wedge which could provide air quality benefits (as 'green lungs'). On balance, Policy S11 has been assessed as having a positive effect on this objective, although some uncertainty remains. Policy S10 will help to ensure the timely delivery of transport infrastructure and has therefore also been assessed as having a positive effect on this objective.</p> <p>Policy S8 specifically requires that employment development is located in sustainable locations well-served by existing or planned public transport provision. This is expected to help reduce the need to travel by car and associated emissions to air. The creation of local employment opportunities could also help to reduce out-commuting from the City Area. However, economic development is likely to lead to an overall increase in vehicle movements during both construction and operation. Overall, Policy</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
												<p>S8 has also been assessed as having a minor positive and negative effect on this objective.</p> <p>Policy S12 is expected to have positive and negative effects. Whilst reinforcing town centres as the primary location for retail and other town centre use development it may reduce the number of journeys required to meet day-to-day needs and support sustainable transport methods. However, patterns of car use may lead to further emissions to air in these locations, thereby contributing negatively to air quality.</p> <p>Policy S16 would encourage active, sustainable, and renewable forms of travel, though it would also require the generation of air pollution through implementing associated infrastructure to facilitate these forms of travel. A mixture of minor positive and minor negative effects is therefore identified.</p> <p>Policy S17 would encourage a range of development within the Chelmsford City Centre, but the policy does also seek to encourage active and cleaner forms of transportation around the City Centre, which could help to improve air quality (as traffic emissions are often the biggest concern to city centres). A mixture of minor positive and minor negative effects is therefore identified.</p> <p>Policy S13 has been identified as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have minor positive and negative effects on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and</p>	+/ - /?	+	+/ -	+	+	+	+	0	+	+	+/-	<p><b>Likely Significant Effects</b></p> <p>Policy S9 includes a range of transportation infrastructure development requirements including: additional Park and Ride sites to serve West Chelmsford and North East Chelmsford; cycle routes and footway improvements; bus priority and rapid transit measures; and highways</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
adapt to the effects of climate change.												<p>improvements including a Chelmsford North East By-pass. The policy also supports public transport use, sustainable transport measures and other transport improvements in the locality or directly related to development. Once implemented, these measures will help to mitigate the adverse impacts of new development and would help to relieve existing congestion and promote sustainable modes of transport, generating positive effects on greenhouse gas emissions. Policy S9 specifically refers to the requirement for strategic flood defence measures for Chelmsford City Centre and may lead to other flood risk management measures being delivered in addition to green infrastructure which can help to manage flood risk. In consequence, this policy is considered to have a significant positive effect on this objective. Policy S10 will help to ensure the timely delivery of transport infrastructure and required improvements and has therefore also been assessed as having a positive effect on this objective.</p> <p>Policy S11 is expected to encourage growth primarily in and around the Chelmsford Urban Area, South Woodham Ferrers, at the new Garden Communities and at the Key Service Settlements. This will help to ensure that the majority of new development is accessible to key services and facilities as well as public transport, reducing the need to travel by car and associated greenhouse gas emissions. The protection of these areas can also contribute to the mitigation of the effects of climate change, particularly through flood management. The policy has therefore been assessed as having a positive effect on this objective.</p> <p>Policy S8 specifically requires that employment development is located in sustainable locations well-served by existing or planned public transport provision. This is expected to help reduce the need to travel by car and associated greenhouse gas emissions. The creation of local employment opportunities could also help to reduce out-commuting from the City Area. However, economic development is likely to lead to an overall increase in vehicle movements during both construction and operation. Overall, Policy S8 has also been assessed as having a minor positive and negative effect on this objective.</p> <p>Policy S12 is expected to have positive effects. Reinforcing town centres as the primary location for retail and other town centre use development may reduce the number of journeys required to meet day-to-day needs and support sustainable transport methods.</p> <p>Policy S16 encourages a range of travel options but is highly encouraging of electric vehicle infrastructure and active travel methods. This can both</p>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
												<p>encourage the use of electric vehicles and none polluting forms of travel. A minor positive effect is identified. Policy S17 is similar as it seeks to ensure that the Chelmsford City Centre is traversable by pedestrians, with walking and cycling stressed over car use.</p> <p>Policy S13 has been identified as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have minor positive and negative effects on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which trends in car use, for example, can be stemmed and substituted with more sustainable modes of transport is uncertain.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	-	-	-	-	0	0	0	0	-	-	-	<p><b>Likely Significant Effects</b></p> <p>Delivering economic growth (Policy S8) and supporting infrastructure delivery (Policy S9) will require the use of natural resources and raw materials during construction and operation and generate waste. Similarly, the requirements of policies S16 and S17 could result in the generation of waste and/or the use of natural resources and have thus also been scored as having a minor negative effect.</p> <p>Policies S10 - S13 have been identified as having a neutral effect on this objective.</p> <p>Overall, the policies in this chapter are therefore considered to have a negative effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	+/ - /?	+/ - /?	+/ - /?	+/ - /?	0	+	0	0	0	++	+/-/?	<p><u>Likely Significant Effects</u></p> <p>The cultural heritage of the Chelmsford City Area is a key asset. Employment development (Policy S8) may have a negative effect on cultural heritage but it could also bring forward improvements by, for example, heritage-led development. On balance, Policy S8 has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p>Policy S9 identifies the delivery of green infrastructure, open spaces and public realm improvements as key infrastructure requirements. Green infrastructure and open spaces often play a role in providing a setting for cultural heritage assets. However, the development of the full range of identified infrastructure could also have negative effects on cultural heritage dependent on location and design. The policy is therefore considered to have a positive and negative effect on this objective.</p> <p>Protecting the countryside (Policy S11) will concentrate development in and around the urban areas and Key Service and Service Settlements outside of the Green Belt where the City Area’s listed buildings and conservation areas are largely concentrated. This may increase pressure on these assets. However, protection of the countryside can also positively support the significance and setting of these assets and historic landscapes. Overall, this policy is considered to have a positive effect on this objective.</p> <p>Policy S17 seeks to specifically protect and enhance the cultural heritage of the Chelmsford City Centre, especially its rich Roman and Medieval history. A significant positive effect is identified.</p> <p>Policies S10, S12, S13 and S16 have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have minor positive and negative effects on this objective.</p> <p><u>Uncertainties</u></p> <ul style="list-style-type: none"> <li>None identified (except those identified above).</li> </ul> <p><u>Assumptions</u></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	+/ - /?	+/ -	+/ - /?	+/ -	0	+ +	+	0	+/-	0	+/-/?	<p><u>Likely Significant Effects</u></p> <p>There are no national landscape designations in the Chelmsford City Area but the landscape plays a key role in supporting the natural environment quality of the area. Townscapes are varied and the City Centre has areas of distinct character areas based on history and land use.</p> <p>Delivering employment development (Policy S8) may have a negative effect on landscape and townscapes. Effects may be incurred during both the construction and operational phases, although the likelihood of adverse effects occurring and their magnitude will be dependent on the scale, density and location of new development in the context of the landscape sensitivity of the receiving environment. However, there may also be potential for new development to enhance the quality of the built environment and to improve townscapes, particularly where brownfield sites are redeveloped (although as noted previously, there are only a limited number of brownfield sites). On balance, Policy S8 has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p>Policy S9 identifies the delivery of green infrastructure, open spaces and public realm improvements as key infrastructure requirements. Green infrastructure and open spaces are central to the landscape and townscape of the City Area. However, the development of the full range of identified infrastructure could also have negative effects on landscape. The policy is therefore considered to have a positive and negative effect on this objective. Policy S16 would also encourage a range of travel methods that could both compromise and enhance local landscapes, generating a mixture of minor positive and negative effects.</p> <p>Policy S11 supports the protection of the countryside including through Green Belt, and the Green Wedge designations. This will help to maintain and potentially enhance landscape character and in consequence, the policy has been assessed as having a significant positive effect on this objective.</p> <p>Policy S12 will direct new retail development to the Designated Centres, within the urban area and existing built-up areas. This is considered to have a positive effect on protecting and conserving landscapes.</p> <p>Policies S10, S13 and S17 has been assessed as having a neutral effect on this objective.</p>

**APPENDIX H – APPRAISAL OF LOCAL PLAN POLICIES**

SA Objective	S6	S7	S8	S9	S10	S11	S12	S13	S16	S17	Cumulative Effect	Commentary
												<p>Overall, the policies in this section are considered to have positive and negative effects on this objective, although some uncertainty remains.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified (except those identified above)</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

## CHAPTER 8 - PROTECTING AND SECURING IMPORTANT ASSETS: SECURING THE RIGHT TYPE OF HOMES

Policy DM1 – Size and Type of Housing

Policy DM2 – Affordable Housing and Rural Exception Sites

Policy DM3 – Gypsy, Traveller and Travelling Showpeople Sites

IIA Objective	DM1	DM2	DM3	Cumulative Effect	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	0	?	0	0/?	<p><b><u>Likely Significant Effects</u></b></p> <p>Policy DM1 relates to the type and mix of housing as opposed to new development and has therefore been assessed as having a neutral effect on this objective.</p> <p>Policy DM2 (Part B) relates to rural exception sites and Policy DM3 relates to provision for Gypsies, Travellers and Travelling Showpeople. Whilst development associated with these policies could have adverse effects on biodiversity, this is uncertain and will be dependent on the exact scale and location of new development. However, it is noted that Policy DM2 includes criteria that only allows development where the site is not subject to any other overriding environmental or other planning constraints. The policy has therefore been assessed as uncertain as the potential for minor adverse effects remains. Policy DM3 includes criteria relating to only permitting sites that would not lead to the loss of, or adverse impact on, natural environment assets which is expected to mitigate adverse effects in this regard. Policy DM3 has therefore been assessed as having a neutral effect on this objective. The effect of Policy DM2 is considered to be more uncertain.</p> <p>The policies in this section are considered to have a neutral effect on this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified (except those identified above).</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM1	DM2	DM3	Cumulative Effect	Commentary
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Policy DM1 will help to ensure that a suitable mix of housing that meets the identified needs of the area is provided on new sites of 10 or more dwellings. Additionally, the provision of adaptable homes on sites of 10 or more units will help meet the needs of those requiring enhanced access. A proportion of self-build plots and specialist retirement accommodation provision on large sites of 100 or more will enable the wider needs of the Chelmsford City Council administrative area (the City Area), and those of the aging population, to be met. This has been assessed as having a significant positive effect on this objective.</p> <p>The 2023 SHELAA identifies a total annual affordable housing need in Chelmsford of 642 dwellings for rent per annum. The provision of 35% affordable housing on sites of 115 or more dwellings or where a site comprises a maximum combined floorspace of more than 1,000 sqm (gross internal area). (Policy DM2) will help to meet this need, enabling access the housing market in the Chelmsford City Area. This has been assessed as having a significant positive effect on this objective.</p> <p>The Gypsy and Traveller Accommodation Assessment covers the period 2023 to 2041 and identifies a requirement of 36 to 77 permanent Gypsy and Traveller pitches and 24 permanent Travelling Showpeople plots to be developed by 2033. Policy DM3 will help to ensure that this need is met and has therefore also been assessed as having a significant positive effect on this objective.</p> <p>Overall, the policies of this section will have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment</p>	+	+	0	+	<p><b>Likely Significant Effects</b></p> <p>The provision of an appropriate mix of housing (including affordable housing) will help to ensure that worker demand is met, supporting sustainable economic growth in the City Area. Policies DM1 and DM2 have therefore been assessed as having a positive effect on this objective.</p> <p>Policy DM3 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a minor positive effect on achieving this objective.</p>

IIA Objective	DM1	DM2	DM3	Cumulative Effect	Commentary
opportunities to everyone.					<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Together, Policies DM1 and DM2 will ensure that Chelmsford's communities, including the growing ageing population, have access to an appropriate type and mix of new housing (including affordable housing) in accessible and sustainable locations. In-turn, this could help to tackle deprivation in the Chelmsford City Area. By requiring provision of onsite affordable housing, DM2 is also considered to help promote social inclusion. Policies DM1 and DM2 have therefore been assessed as having a significant positive effect on this objective.</p> <p>The implementation of Policy DM3 will also have a significant positive effect on this objective by supporting the provision of accommodation to meet the needs of Gypsies, Travellers and Travelling Showpeople requiring adequate community services and facilities are within reasonable travelling distance of new accommodation.</p> <p>Overall, the policies of this section have been assessed as having a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in</p>	+	0	+	+	<p><b>Likely Significant Effects</b></p> <p>Policy DM1 seeks to provide a mix of housing types and specifically requires specialist accommodation on larger sites, which will help to meet the needs of the elderly population and support those with disabilities. The Policy also seeks the delivery of at least 5% of new affordable dwellings to meet Government requirements for wheelchair user dwellings on sites over 30.</p>

IIA Objective	DM1	DM2	DM3	Cumulative Effect	Commentary
the Chelmsford City Area.					<p>Policy DM3 requires adequate community services and facilities, which may include healthcare facilities, to be within reasonable travelling distance of new accommodation and will ensure a suitable level of amenity for new residents and nearby residents. Being within a reasonable travelling distance to essential services may also support opportunities for walking and cycling.</p> <p>Policy DM2 has been assessed as having a neutral effect on this objective.</p> <p>Overall, these policies of this section have been assessed as having a positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	0	+	+	+	<p><b>Likely Significant Effects</b></p> <p>Policy DM2 requires rural exception sites to be accessible to local services and facilities and adjacent to Defined Settlement Boundaries which may help to reduce the need to travel. This has been assessed as having a positive effect on this objective. Policy DM3, meanwhile, stipulates that proposals for Gypsy, Traveller and Travelling Showpeople sites will only be permitted where (inter alia) adequate community services and facilities are within a reasonable travelling distance and safe and convenient vehicle access can also be provided. This policy has therefore also been assessed as having a minor positive effect on this objective.</p> <p>Policy DM1 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section have been assessed as having a positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM1	DM2	DM3	Cumulative Effect	Commentary
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	0	?	?	?	<p><b>Likely Significant Effects</b></p> <p>Policy DM1 relates to the type and mix of housing as opposed to new development and has therefore been assessed as having a neutral effect on this objective.</p> <p>Policy DM2 Part B relates to rural exception sites whilst Policy DM3 concerns provision for Gypsies, Travellers and Travelling Showpeople. Whilst development associated with these policies could result in the loss of greenfield land, this is uncertain and will be dependent on the exact location of new development.</p> <p>Overall, the policies in this section have been assessed as having an uncertain effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (except those identified above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>Policy DM1 relates to the type and mix of housing as opposed to new development and has therefore been assessed as having a neutral effect on this objective.</p> <p>Although rural exception site development (Policy DM2) and Gypsies, Travellers and Travelling Showpeople sites (Policy DM3) may have an impact on water resources and could affect water quality, in view of the likely scale of development, any effects are considered unlikely to be significant. It is noted that Policy DM3 requires that proposals are served by essential facilities including water and foul drainage and this policy also seeks to avoid adverse impacts on the natural environment which may include water bodies.</p> <p>Overall, the policies of this section have been assessed as having a neutral effect on this objective.</p>

IIA Objective	DM1	DM2	DM3	Cumulative Effect	Commentary
					<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	0	0	+	+/?	<p><b>Likely Significant Effects</b></p> <p>Policy DM3 specifically prevents sites for Gypsies, Travellers and Travelling Showpeople being developed where there is an unacceptable risk of flooding. In consequence, this policy has been assessed as making a minor positive contribution to the achievement of this objective.</p> <p>Policies DM1 and DM2 have been assessed as having a neutral effect on this objective. Policy DM2 the site is not subject to any other overriding environmental or other planning constraints, which would include flood risk areas...</p> <p>Overall, the effect of the policies contained in this section on this objective is considered to be positive.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (except that identified above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	0	+	+	+	<p><b>Likely Significant Effects</b></p> <p>Policy DM2 requires rural exception sites to be accessible to local services and facilities and adjacent to Defined Settlement Boundaries which may help to reduce the need to travel and associated emission to air. Policy DM3, meanwhile, stipulates that proposals for Gypsy, Traveller and Travelling Show People sites will only be permitted</p>

IIA Objective	DM1	DM2	DM3	Cumulative Effect	Commentary
					<p>where (inter alia) adequate community services and facilities are within a reasonable travelling distance. This policy has therefore also been assessed as having a minor positive effect on this objective.</p> <p>Policy DM1 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section have been assessed as having a positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	0	+	+	+	<p><b>Likely Significant Effects</b></p> <p>Policy DM2 requires rural exception sites to be accessible to local services and facilities and adjacent to Defined Settlement Boundaries which may help to reduce the need to travel and associated greenhouse gas emissions. Policy DM3, meanwhile, stipulates that proposals for Gypsy, Traveller and Travelling Show People sites will only be permitted where (inter alia) adequate community services and facilities are within a reasonable travelling distance. This policy has therefore also been assessed as having a minor positive effect on this objective.</p> <p>Policy DM1 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section have been assessed as having a positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM1	DM2	DM3	Cumulative Effect	Commentary
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	0	0	0	0	<p><b><u>Likely Significant Effects</u></b> No significant affects have been identified in respect of this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	0	?	0	0/?	<p><b><u>Likely Significant Effects</u></b> Policy DM1 relates to the type and mix of housing as opposed to new development and has therefore been assessed as having a neutral effect on this objective.</p> <p>Policy DM2 (Part B) concerns rural exception sites whilst Policy DM3 relates to provision for Gypsies, Travellers and Travelling Showpeople. Whilst development associated with these policies could have adverse effects on cultural heritage, this is uncertain and will be dependent on the exact scale and location of new development (although any effects are unlikely to be significant). However, it is noted that Policy DM2 includes criteria that only allows development where the site is not subject to any other overriding environmental or other planning constraints. The policy has therefore been assessed as uncertain as the potential for minor adverse effects remains. Policy DM3 includes criteria relating to avoiding the loss of, or adverse impact on, important historic assets which is expected to mitigate adverse effects in this regard.</p> <p>Overall, the policies in this section are considered to have a neutral effect on this objective, although some uncertainty remains.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified (except those noted above).</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM1	DM2	DM3	Cumulative Effect	Commentary
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	0	?	0	0/?	<p><b><u>Likely Significant Effects</u></b></p> <p>Policy DM1 relates to the type and mix of housing as opposed to new development and has therefore been assessed as having a neutral effect on this objective.</p> <p>Policy DM2 (Part B) concerns rural exception sites whilst Policy DM3 relates to provision for Gypsies, Travellers and Travelling Showpeople. Whilst development associated with these policies could have adverse effects on landscape, this is uncertain and will be dependent on the exact scale and location of new development (although any effects are unlikely to be significant). However, it is noted that Policy DM2 includes criteria that only allows development where the site is not subject to any other overriding environmental or other planning constraints. The policy has therefore been assessed as uncertain as the potential for minor adverse effects remains. Policy DM3 includes criteria relating to the intrinsic character of the countryside and natural environment and also excludes sites in the Green Belt unless there are very special circumstances, which is expected to mitigate adverse effects in this regard.</p> <p>Overall, the policies in this section have been assessed as having a neutral effect on this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified (except those noted above).</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

## CHAPTER 8 - PROTECTING AND SECURING IMPORTANT ASSETS: SECURING ECONOMIC GROWTH

Policy DM4 – Employment Areas and Rural Employment Areas

Policy DM5 – Designated Centres

IIA Objective	DM4	DM5	Cumulative Effect	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	<b>0</b>	<b>0</b>	<b>0</b>	<p><b><u>Likely Significant Effects</u></b></p> <p>Policies DM4 and DM5 principally concern the protection of employment areas and town centre uses and do not propose new development. In consequence, the policies in this section have been assessed as having a neutral effect on this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	<b>0</b>	<b>0</b>	<b>0</b>	<p><b><u>Likely Significant Effects</u></b></p> <p>The policies of this section of the Local Plan have been assessed as having a neutral effect on this objective (although it is noted that Policy DM5 permits residential uses on upper floors within Primary and Secondary Frontages in the City Centre and South Woodham Ferrers and Neighbourhood Centre which could make a very small contribution to the achievement of this objective).</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM4	DM5	Cumulative Effect	Commentary
				<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	++	++	++	<p><b>Likely Significant Effects</b></p> <p>The Council's Economic Strategy (2017) provides an overview of the economy of the Chelmsford City Area. It highlights that Chelmsford has been a major driver of growth within the Heart of Essex sub-region, which comprises the local authority areas of Chelmsford, Brentwood and Maldon. The City contributes over £3 billion per year to the Essex economy through some 83,000 jobs and 8,715 businesses, with particular strengths in the financial and business services sectors, research and development, and advanced manufacturing. However, the Employment Land Review (2023 found that Chelmsford has a relatively limited supply of land to accommodate future growth, particularly in respect of office uses. In this context, Policy DM4 seeks to safeguard E(g), B-Class employment uses and employment generating 'sui generis' uses in Employment Areas and protect these areas from inappropriate non-Class B uses. This policy is therefore expected to help support the retention of businesses and jobs in the Chelmsford City Area and contribute to economic growth and investment. It has therefore been assessed as having a significant positive effect on this objective.</p> <p>The retention of retail uses within the Primary Shopping Areas of Chelmsford City Centre and South Woodham Ferrers Town Centre will contribute to the maintenance and strengthening of the City Area's retail offer. The retention of retail uses within the Principal and Local Neighbourhood Centres will also ensure that centres help meet local needs. This has been assessed as having a significant positive effect on this objective.</p> <p>The policies in this section are considered to have an overall significant positive effect on achieving this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified,</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and</p>	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Policy DM4 will ensure that employment uses are retained on existing Employment Areas in the Chelmsford City Area, including within urban areas. This will contribute towards making the area attractive to inward investment, support the retention of accessible employment opportunities and contribute to urban renaissance. A significant positive effect has therefore been identified in respect of this objective.</p> <p>Policy DM5 will support the retention of retail uses within Chelmsford City Centre, South Woodham Ferrers Town Centre and the Neighbourhood Centres. This policy will therefore contribute directly towards maintaining and enhancing the vitality and vibrancy of these centres and will help to maintain accessibility to retail services. The policy has therefore been assessed as having a significant positive effect on this objective.</p>

IIA Objective	DM4	DM5	Cumulative Effect	Commentary
promote sustainable living.				<p>Overall, the policies in this section are considered to have significant positive effect on the achievement of this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The implementation of Policies DM4 and DM5 will help to retain employment land and support vibrant and vital town centres. This could serve to minimise the need to travel and encourage walking and cycling by ensuring that jobs and retail services are accessible, thereby helping to reduce emissions and encourage healthy lifestyles. Further, there is a strong evidence base showing that work is generally good for physical and mental health and well-being.</p> <p>Overall, the policies in this section are considered to have a minor positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The implementation of Policies DM4 and DM5 will help to retain employment land and support vibrant and vital town centres. This could serve to minimise the need to travel and encourage the use of public transport and walking and cycling by ensuring that jobs and retail services are accessible. It is also noted that Policy DM5 permits residential uses on upper floors within Primary and Secondary Frontages in the City Centre and South Woodham Ferrers and Neighbourhood Centre which could help to further reduce the need to travel (as residential uses in these locations would be accessible to range of jobs, services and facilities).</p> <p>Overall, the policies in this section are considered to have a minor positive effect on this objective.</p> <p><b>Uncertainties</b></p>

IIA Objective	DM4	DM5	Cumulative Effect	Commentary
				<ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	0	0	0	<p><b>Likely Significant Effects</b></p> <p>Policies DM4 and DM5 principally concern the protection of employment areas and town centre uses and do not propose new development. In consequence, the policies in this section have been assessed as having a neutral effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	0	0	0	<p><b>Likely Significant Effects</b></p> <p>Policies DM4 and DM5 principally concern the protection of employment areas and town centre uses and do not propose new development. In consequence, the policies in this section have been assessed as having a neutral effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal</p>	0	0	0	<p><b>Likely Significant Effects</b></p> <p>Policies DM4 and DM5 principally concern the protection of employment areas and town centre uses and do not propose new development. In consequence, the policies in this section have been assessed as having a neutral effect on this objective.</p>

IIA Objective	DM4	DM5	Cumulative Effect	Commentary
erosion to people and property, taking into account the effects of climate change.				<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The implementation of Policies DM4 and DM5 will help to retain employment land and support vibrant and vital town centres. This could serve to minimise the need to travel and encourage the use of public transport and walking and cycling thereby helping to reduce emissions to air. It is also noted that Policy DM5 permits residential uses on upper floors within Primary and Secondary Frontages in the City Centre and South Woodham Ferrers and Neighbourhood Centre which could help to further reduce the need to travel (as residential uses in these locations would be accessible to a range of jobs, services and facilities).</p> <p>Overall, the policies in this section are considered to have a minor positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The implementation of Policies DM4 and DM5 will help to retain employment land and support vibrant and vital town centres. This could serve to minimise the need to travel and encourage the use of public transport and walking and cycling thereby helping to reduce associated greenhouse gas emissions. It is also noted that Policy DM5 permits residential uses on upper floors within Primary and Secondary Frontages in the City Centre and South Woodham Ferrers and Neighbourhood Centre which could help to further reduce the need to travel (as residential uses in these locations would be accessible to a range of jobs, services and facilities).</p> <p>Overall, the policies in this section are considered to have a minor positive effect on this objective.</p> <p><b>Uncertainties</b></p>

IIA Objective	DM4	DM5	Cumulative Effect	Commentary
				<ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	0	0	0	<p><b>Likely Significant Effects</b></p> <p>Policies DM4 and DM5 principally concern the protection of employment areas and town centre uses and do not propose new development. In consequence, the policies in this section have been assessed as having a neutral effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	0	+	+	<p><b>Likely Significant Effects</b></p> <p>Policy DM4 principally concerns the protection of employment areas and does not propose new development. In consequence, this policy has been assessed as having a neutral effect on this objective.</p> <p>Policy DM5 requires proposals for change of use within Primary and Secondary Frontages to provide a shop front with an active display function and entrances which relate well to the design of the host building and to the streetscene. This may support the conservation of historic assets, particularly the Conservation Areas in Chelmsford City Centre.</p> <p>Overall, the policies in this section are considered to have a minor positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM4	DM5	Cumulative Effect	Commentary
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	0	+	+	<p><b><u>Likely Significant Effects</u></b></p> <p>Policy DM4 principally concerns the protection of employment areas and does not propose new development. In consequence, this policy has been assessed as having a neutral effect on this objective.</p> <p>Policy DM5 requires proposals for change of use within Primary and Secondary Frontages to provide a shop front with an active display function and entrances which relate well to the design of the host building and to the streetscene. This may support the conservation and enhancement of the City Area's townscapes.</p> <p>Overall, the policies in this section are considered to have a minor positive effect on this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

## CHAPTER 8 - PROTECTING AND SECURING IMPORTANT ASSETS: PROTECTING THE COUNTRYSIDE

Policy DM6 – New Development in the Green Belt

Policy DM7 – New Buildings and Structures in the Green Wedge

Policy DM8 – New Buildings and Structures in the Rural Area

Policy DM9 – Infilling the Green Belt, Green Wedge and Rural Area

Policy DM10 – Change of Use (Land and Buildings) and Engineering Operations

Policy DM11 – Extensions to Existing Buildings in the Green Belt, Green Wedge and Rural Area

Policy DM12 – Rural and Agricultural/Forestry Workers’ Dwellings

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
<b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.	+/?	+/?	+/?	+/?	+/?	+/?	+/?	++/?	<b>Likely Significant Effects</b> The policies in this section of the Local Plan will make a significant contribution to the protection and enhancement of the Chelmsford City Council Administrative Area’s (the City Area’s) rich and varied natural environment and the biodiversity it supports. In particular, Policies DM6 – DM12 seek to conserve the Green Belt, Green Wedge and the Rural Area outside of the Green Belt, as designated in the Local Plan. This will serve to encourage the redevelopment of urban, brownfield sites, restrict inappropriate development of greenfield land and avoid adverse impacts on biodiversity (including designated nature conservation sites in these areas) in these areas. Through Green Wedge this policy will also support the provision of multifunctional, green infrastructure assets that provide important habitats and connectivity for a variety of species. Overall, this policy has been assessed as having a significant positive effect on this objective.

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
									<p>Policies DM7 to DM12 will together help to avoid inappropriate development in the Green Belt, Green Wedge and Rural Area and have therefore been assessed as having a positive effect on this objective. Whilst these policies do allow some limited types of development, its scale is considered unlikely to generate significant adverse effects on this objective, although some uncertainty remains.</p> <p>Overall, the policies in this section have been assessed as having a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (beyond that referred to above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	+	+	+	+	+	0	+	+/-/?	<p><b>Likely Significant Effects</b></p> <p>The majority of the policies in this section are considered to have a minor positive effect on the achievement of this objective. Policies DM7, DM8 and DM9 would enable the development of affordable housing in the Green Belt, Green Wedge and Rural Areas. Policy DM9 would allow appropriate infilling in these areas whilst Policy DM10 would enable change of use to residential dwellings. Policy DM12, meanwhile, will enable development where there is a proven need for a rural or agricultural workers' dwelling and this cannot be met elsewhere.</p> <p>Through the designation and protection of Green Belt, Green and Rural Areas, Policy DM6 will help to encourage growth in the Chelmsford Urban Area, South Woodham Ferrers, Key Service Settlements and Service Settlements, helping to address needs in these localities. The protection of the countryside may, however, reduce the ability of the City Area to meet its housing needs, although this is uncertain. Notwithstanding this, it is noted that new development to meet local needs and which is in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated in all settlement categories</p>

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
									<p>that comprise the Settlement Hierarchy through relevant Neighbourhood Plans where appropriate and justified.</p> <p>Policy DM11 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a mixed minor positive and negative effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (except those identified above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	+	+	+	+	0	0	+	+/-/?	<p><b>Likely Significant Effects</b></p> <p>It is anticipated that Policy DM6 will encourage growth in the Chelmsford Urban Area, South Woodham Ferrers, Key Service Settlements and Service Settlements, helping to ensure that existing and proposed employment opportunities are accessible. However, protection of the countryside may reduce the availability of potential employment sites, although this is uncertain. Overall, the policy has been assessed as having a mixed positive and negative effect on this objective, although some uncertainty remains.</p> <p>Policy DM9 allows (subject to conditions) the expansion of existing businesses in Rural Areas which is expected to help support the growth of the rural economy. Policies, DM7, DM8, DM9 and DM12, meanwhile, allow development associated with agriculture and forestry (including rural worker dwellings) and limited infilling in the Green Belt, Green Wedge and Rural Areas which will also be expected to help support the rural economy. Overall, these policies have been assessed as having a minor positive effect on this objective.</p> <p>Policies DM10 and DM11 have been assessed as having a neutral effect on this objective.</p>

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
									<p>Overall, the policies in this section are considered to have a minor positive effect on achievement of this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (except those identified above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	+	+	+	+	+	0	+	+	<p><b>Likely Significant Effects</b></p> <p>Through the designation and protection of Green Belt, the Green Wedge and Rural Areas, Policy DM6 will help to encourage growth in the Chelmsford Urban Area, South Woodham Ferrers, Key Service Settlements and Service Settlements outside of the Green Belt (although new development to meet local needs and which is in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated through relevant Neighbourhood Plans where appropriate and justified). This may support urban renaissance and regeneration and help ensure that new development is accessible to a range of jobs, services and facilities. Policy DM6 has therefore been assessed as having a positive effect on this objective.</p> <p>Policies DM7, DM8 and DM9 would enable the development of affordable housing and community facilities and services and support rural businesses in the Green Belt, the Green Wedge and Rural Areas. Policy DM9 would allow appropriate infilling in these areas whilst Policy DM11 would enable change of use to residential dwellings. Policy DM12, meanwhile, will enable development where there is a proven need for a rural or agricultural workers' dwelling and this cannot be met elsewhere. Together, these policies are expected to help ensure that needs in rural areas are met and that appropriate economic growth is supported.</p> <p>Policy DM11 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a positive effect on achieving this objective.</p>

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
									<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	+	+	+	0	0	0	0	+	<p><b>Likely Significant Effects</b></p> <p>Policies DM6, DM7, DM8 and DM9 seek to protect the Chelmsford City Area's Green Belt, the Green Wedge and Rural Areas but also allow appropriate sports and recreational facilities to be developed in these areas. This is expected to help maintain and enhance access to informal and formal recreation opportunities and the countryside, helping to promote healthy lifestyles. By restricting development in the countryside, these policies are also expected to encourage growth in Chelmsford Urban Area, South Woodham Ferrers, Key Service Settlements and Service Settlements outside of the Green Belt, thereby helping to ensure that development is accessible to healthcare facilities (although new development to meet local needs and which is in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated through relevant Neighbourhood Plans where appropriate and justified). Development in accessible locations may also help to promote walking and cycling. Whilst these policies could result in a lack of investment in the rural areas, it is noted that they allow for development in the countryside that secures the retention and / or enhancement of a community facility.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Cumulatively, the policies in this section are considered to have a positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p>

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
									<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	+	+	+	0	0	0	0	+	<p><b><u>Likely Significant Effects</u></b></p> <p>By restricting development in the countryside, Policy DM6 is expected to help encourage growth in urban areas (although as noted above, new development to meet local needs and which is in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated through relevant Neighbourhood Plans where appropriate and justified). This will help to ensure that development is accessible to key services and facilities as well as public transport thereby reducing the need to travel by car. This has been assessed as having a positive effect on this objective.</p> <p>Policies DM6, DM7 and DM8 would allow the development of local community facilities in rural areas where there is a demonstrable need (new development to meet local needs and which is in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated through relevant Neighbourhood Plans where appropriate and justified). The development of community facilities could enable access to facilities locally and therefore reduce the need to travel. The policies also support development of essential infrastructure, with Policy DM7 specifically identifying transport infrastructure as appropriate development in the Green Belt. This may contribute to improved transport infrastructure in the wider Chelmsford City Area. The policies are therefore assessed as having minor positive effects on this objective.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>The policies in this section have been assessed as having a minor positive effect on this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	+/-/?	+/-/?	+/-/?	-/?	+/-/?	-/?	0	+/-/?	<p><b><u>Likely Significant Effects</u></b></p> <p>Policy DM6 seeks to protect the Chelmsford City Area’s Green Belt, the Green Wedge and Rural Areas. Indirectly, this is expected to help encourage the reuse of previously developed sites in Chelmsford’s urban areas and Defined Settlements ahead of greenfield land and help to protect agricultural land.</p> <p>Part C of Policies DM7, DM8, DM9 would support the redevelopment of previously developed land in the Green Belt, the Green Wedge and Rural Areas. However, the policies would also allow some new build and replacement buildings, which could be developed on greenfield land. The policies have therefore been assessed as having a positive and negative effect on this objective, although the extent is uncertain.</p> <p>Policy DM11 supports the change of use of land and buildings, thereby supporting the development of brownfield land, but also would allow engineering operations, which may make use of greenfield land. The policy has therefore been assessed as having a positive and negative effect on this objective, although the extent is uncertain.</p> <p>The implementation of policies DM10 and DM11 could result in the loss of greenfield land. These policies have therefore been assessed as having a minor negative effect on this objective, although this is uncertain and will be dependent on the exact scale and location of new development.</p> <p>Policy DM12 only allows for development where the need cannot be met by re-using, extending or adapting an existing building on the holding and as such has been assessed as having a negligible effect.</p> <p>Cumulatively, the policies in this section are considered to have a positive and negative effect on this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>• None identified (beyond those above).</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	0	0	0	0	0	0	0	+	<p><b><u>Likely Significant Effects</u></b></p> <p>Policy DM6 seeks to protect the Chelmsford City Area’s Green Belt, the Green Wedge and Rural Areas. These areas can contribute to water storage and help filtration, generating beneficial effects in terms of water quality.</p> <p>Policies DM7 to DM9 allow the development of essential infrastructure in the Green Belt, the Green Wedge and Rural Areas, which could include Wastewater Treatment Works (WwTW) or improvements to the sewerage network. However, this is uncertain and therefore a neutral effect has been identified.</p> <p>The remaining policies in the section are considered to have a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have minor positive effect on this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> <li></li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	0	0	0	0	0	0	0	+	<p><b><u>Likely Significant Effects</u></b></p> <p>Policy DM6 seeks to protect the Chelmsford City Area’s Green Belt, the Green Wedge and Rural Areas. These areas contain a number of rivers and protection of this land will contribute to effective water storage and help manage the effects of flood risk. The policy will therefore positively contribute to delivery of this objective.</p> <p>Policies DM7 to DM9 allow the development of essential infrastructure in the Green Belt, the Green Wedge and Rural Areas, which could include flood defences. However, this is uncertain and therefore a neutral effect has been identified.</p>

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
									<p>The remaining policies in the section are considered to have a neutral effect on the objective.</p> <p>Overall, the policies in this section will make a positive contribution to achievement of this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	0	0	0	0	0	0	0	+/?	<p><b>Likely Significant Effects</b></p> <p>By setting out protection for the countryside, Policy DM6 is expected to help encourage growth primarily in the City, South Woodham Ferrers, Key Service Settlements and Service Settlements outside of the Green Belt.. This will help to ensure that the majority of new development is accessible to key services and facilities as well as public transport, reducing the need to travel by car and associated emissions to the air. However, dependent on the location of development, existing air quality issues in the urban area may be exacerbated. The policy also promotes the Green Wedge which could provide air quality benefits (as 'green lungs'). On balance, Policy DM6 has been assessed as having a positive effect on this objective, although some uncertainty remains.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>The policies in this section have been assessed as having a minor positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (except those above).</li> </ul> <p><b>Assumptions</b></p>

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
									<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	0	0	0	0	0	0	0	+	<p><b>Likely Significant Effects</b></p> <p>By setting out protection for the countryside, Policy DM6 is expected to help encourage growth primarily in the City, South Woodham Ferrers, Key Service Settlements and Service Settlements outside of the Green Belt. This will help to ensure that development is accessible to key services and facilities as well as public transport thereby reducing the need to travel by car and associated emissions to air. The protection of these areas can also contribute to the mitigation of the effects of climate change, particularly flood management. This has been assessed as having a positive effect on this objective.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>The policies in this section have been assessed as having a minor positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	0	0	0	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>It is not considered that the policies in this chapter will have a significant effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p>

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
									<ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	?	?	+	?	?	0	?	+/?	<p><b><u>Likely Significant Effects</u></b></p> <p>Policies DM6, DM7 and DM8 seek to protect Chelmsford City Area’s Green Belt, the Green Wedge and Rural Areas. Whilst this may place development pressure on cultural heritage assets in the towns and larger settlements, on balance it is expected to help conserve historic character and setting. The policy has therefore been assessed as having a positive effect on this objective. Policy DM9 is also considered to have a positive effect on this objective by allowing residential development in rural areas that (inter alia) secures the optimal viable use of a heritage asset or enables the future of a heritage asset to be secured.</p> <p>Policy DM10 would allow infilling within the villages in the Green Belt, the Green Wedge and Rural Areas. The policy requires that development does not detract from the existing character of the area, which may help limit any impact on the setting of heritage assets. However, the effect on this objective is uncertain dependent on location and design. Policy DM10 would ensure that in changing the use of buildings no substantial reconstruction works are required and that buildings are in keeping with its surroundings. This may help to reduce adverse impacts on heritage assets although this is uncertain. There may also be impacts from engineering operations although this is also uncertain. The implementation of policies DM7, DM8 and DM12 could also result in positive or adverse effects on the historic environment. However, this is uncertain and will be dependent on the exact scale, location and design of new development that is permitted under these policies.</p> <p>Policy DM11 would not allow development that is out of keeping with context and surroundings or would result in any other harm. The policy is therefore considered to have a neutral effect on this objective by ensuring that harm is considered when development proposals are put forward.</p> <p>Overall, the policies are considered to have a minor positive effect on achieving this objective, although some uncertainty remains.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified (except those identified above).</li> </ul>

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
	++	++	++	++	++	++	?	++	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	++	++	++	++	++	++	?	++	<p><b>Likely Significant Effects</b></p> <p>The landscape character of the Chelmsford City Area is divided into two National Landscape Character Areas (NCAs): South Suffolk and North Essex Clayland to the north and Northern Thames Basin to the south. These areas have distinctive character and the policies of this section will ensure that this is conserved and enhanced.</p> <p>The implementation of Policy DM6 in particular would have positive effects on this objective as it seeks to protect designated Green Belt, the Green Wedge and the Rural Area. This would contribute to the protection and enhancement of the character and quality of the landscape.</p> <p>Other policies in this section would ensure that new buildings in the countryside do not adversely impact on the openness of the Green Belt (Policy DM7), conflict with the purpose of the Green Wedge (Policy DM8) or adversely impact on the intrinsic character and quality of the Rural Area (Policy DM9). Additionally, Policy DM10 will ensure infilling in these designated areas does not detract from the existing character of the area. These policies are therefore expected to help maintain landscape and townscape character by (inter alia) preventing settlement coalescence, urban sprawl and encroachment on the countryside. In addition, Policies DM10 and DM11 would ensure that changes of use, engineering operations and extensions would not harm these designations.</p> <p>The implementation of Policy DM12 could result in positive or adverse effects on landscape, although this is uncertain and will be dependent on the exact scale, location and design of new development supported by this policy.</p> <p>Overall, the policies in this section are considered to have a significant positive effect on achieving this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (except those identified above).</li> </ul>

IIA Objective	DM6	DM7	DM8	DM9	DM10	DM11	DM12	Cumulative Effect	Commentary
									<p><u>Assumptions</u></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

## CHAPTER 8 - PROTECTING AND SECURING IMPORTANT ASSETS: PROTECTING THE HISTORIC ENVIRONMENT

Policy DM13 – Designated Heritage Assets

Policy DM14 – Non-Designated Heritage Assets

Policy DM15 – Archaeology

IIA Objective	DM13	DM14	DM15	Cumulative Effect	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	0	0	0	0	<p><u>Likely Significant Effects</u></p> <p>The effect of the policies in this section on achievement of the objective is considered to be neutral.</p> <p><u>Uncertainties</u></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><u>Assumptions</u></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM13	DM14	DM15	Cumulative Effect	Commentary
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	-/?	-/?	-/?	-/?	<p><b>Likely Significant Effects</b></p> <p>The protection of designated historic assets including listed buildings and conservation areas (Policy DM13); retention of the significance of non-designated historic assets (Policy DM14); and protection, enhancement and preservation of archaeological sites (Policy DM15) may restrict the delivery of housing and in consequence, negative effects on this objective have been identified in respect of these policies (although this would be dependent on the exact location of development proposals).</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	-/?	-/?	-/?	-/?	<p><b>Likely Significant Effects</b></p> <p>The protection of designated historic assets including listed buildings and conservation areas (Policy DM13); retention of the significance of non-designated historic assets (Policy DM14); and protection, enhancement and preservation of archaeological sites (Policy DM15) may restrict the delivery of new employment development and in consequence, negative effects on this objective have been identified in respect of these policies (although this would be dependent on the exact location of development proposals).</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and</p>	+	+	0	+	<p><b>Likely Significant Effects</b></p> <p>Policies DM13 and DM14 will help to conserve and enhance the character of urban areas and the public realm. They have therefore been assessed as having a positive effect on this objective. Overall, the effect of the policies in this section on achievement of the objective is considered to be positive.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM13	DM14	DM15	Cumulative Effect	Commentary
promote sustainable living.					<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The effect of the policies in this section on achievement of the objective is considered to be neutral.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The effect of the policies in this section on achievement of the objective is considered to be neutral.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The effect of the policies in this section on achievement of the objective is considered to be neutral.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM13	DM14	DM15	Cumulative Effect	Commentary
<b>8. Water:</b> To conserve and enhance water quality and resources.	0	0	0	0	<p><b><u>Likely Significant Effects</u></b></p> <p>The effect of the policies in this section on achievement of the objective is considered to be neutral.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.	0	0	0	0	<p><b><u>Likely Significant Effects</u></b></p> <p>The effect of the policies in this section on achievement of the objective is considered to be neutral.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>10. Air:</b> To improve air quality.	0	0	0	0	<p><b><u>Likely Significant Effects</u></b></p> <p>The effect of the policies in this section on achievement of the objective is considered to be neutral.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt	0	0	0	0	<p><b><u>Likely Significant Effects</u></b></p> <p>The effect of the policies in this section on achievement of the objective is considered to be neutral.</p> <p><b><u>Uncertainties</u></b></p>

IIA Objective	DM13	DM14	DM15	Cumulative Effect	Commentary
to the effects of climate change.					<ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The effect of the policies in this section on achievement of the objective is considered to be neutral.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	++	++	++	++	<p><b>Likely Significant Effects</b></p> <p>This section of the Local Plan forms the central core of policies for realising this objective. The policies will contribute significantly to its achievement and ensure that the Chelmsford City Area’s significant cultural heritage, including over 1,000 listed buildings, 19 Schedule Monuments, 8 Registered Parks and Gardens, and 25 conservation areas, is conserved and enhanced. The policies provide mechanisms for conserving and enhancing both designated assets (Policy DM13) and non-designated historic assets (Policy DM14) whilst also preserving archaeological assets (Policy DM15).</p> <p>Cumulatively, the policies in this section are considered to have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM13	DM14	DM15	Cumulative Effect	Commentary
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	++	++	0	++	<p><b><u>Likely Significant Effects</u></b></p> <p>Historic assets contribute to the character of landscapes and townscapes. In this context, the implementation of Policies DM13 and DM14 would help to protect Chelmsford City Area’s townscapes and wider landscapes through the protection of listed buildings, conservation areas, registered parks and gardens (Policy DM13) and non-designated historic assets (Policy DM14) and their settings.</p> <p>The effect of Policy DM18 is considered to be neutral.</p> <p>Overall, the policies in this section are considered to have a significant positive effect on achievement of this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

## CHAPTER 8 - PROTECTING AND SECURING IMPORTANT ASSETS: PROTECTING THE NATURAL ENVIRONMENT

Policy DM16 – Protection and Promotion of Ecology, Nature and Biodiversity

Policy DM17 – Trees, Woodland and Landscape Features

Policy DM18 – Flooding/SUDS

Policy DM19 – Renewable and Low Carbon Energy

IIA Objective	DM16	DM17	DM18	DM19	Cumulative Effect	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	++	++	0	+	++	<p><b><u>Likely Significant Effects</u></b></p> <p>The policies in this section of the Local Plan will make a significant contribution to the protection and enhancement of Chelmsford City Council Administrative Area's (the City Area's) rich and varied natural environment. This includes three European sites: Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA; Crouch and Roach Estuaries Ramsar; and the Essex Estuaries SAC, together with four additional sites within approximately 10 km. There are also eight SSSIs covering over 2,412 hectares and a range of LNRs and LoWSs. The area also contains examples of 14 of the 20 habitats included in the Essex Biodiversity Action Plan. In particular, Policy DM16 specifically seeks to ensure that these biodiversity assets are conserved by protecting them from harm and encouraging biodiversity enhancement.</p> <p>Policy DM17 will also have a significant positive effect on this objective as it seeks the conservation of protected trees and woodland. They are important habitats for a variety of species.</p> <p>Policy DM19 requires that renewable energy and low carbon technology development causes no demonstrable harm to local wildlife or their habitats. This will have a minor positive effect on this objective by helping to ensure that development does not have adverse ecological impacts.</p> <p>Policy DM18 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section will have a significant positive effect on achieving this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM16	DM17	DM18	DM19	Cumulative Effect	Commentary
						<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	-/?	-/?	0	0	-/?	<p><b>Likely Significant Effects</b></p> <p>Policy DM16 would ensure development does not result in unacceptable harm to designated sites of international, national and local importance and any other site where protected species are likely or known to be present. Policy DM17 would ensure that there is no unacceptable harm from new development on protected trees, woodland and non-protected landscapes. These policies may therefore restrict the delivery of housing and in consequence, negative effects have been identified in respect of these policies (although this would be dependent on the exact location of development proposals).</p> <p>The effect of Policies DM18 and DM19 on achievement of the objective is considered to be neutral.</p> <p>Overall, these policies are considered to have a minor negative effect on this objective, although some uncertainty remains.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (except those identified above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	-/?	-/?	0	+	+/-/?	<p><b>Likely Significant Effects</b></p> <p>Policy DM16 would ensure development does not result in unacceptable harm to designated sites of international, national and local importance and any other site where protected species are likely or known to be present. Policy DM17 would ensure that there is no unacceptable harm from new development on protected trees, woodland and non-protected landscapes. These policies may therefore restrict the delivery of employment land and in consequence, negative effects have been identified in respect of these policies (although this would be dependent on the exact location of development proposals).</p> <p>Policy DM19 would support development of renewable energy and low carbon developments, thereby supporting the potential for economic growth and jobs in these sectors. This policy is therefore considered to have a positive effect on this objective.</p> <p>The effect of Policy DM18 on achievement of the objective is considered to be neutral.</p>

IIA Objective	DM16	DM17	DM18	DM19	Cumulative Effect	Commentary
						<p>Overall, these policies are considered to have a minor positive and negative effect on this objective, although some uncertainty remains.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	0	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The effect of the policies in this section on achievement of the objective is considered to be neutral.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	+	+	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The implementation of Policies DM16 and DM17 will help to protect and enhance the City Area’s habitats which can also provide recreational benefits and support the promotion of healthy lifestyles and ‘green lungs’. In this context, the policies have been assessed as having a positive effect on this objective.</p> <p>The implementation of Policy DM18 will help to ensure that development does not take place in areas of flood risk, helping to protect human health. This has also been assessed as having a positive effect on this objective.</p> <p>Policy DM19 requires that renewable energy and low carbon development causes no demonstrable harm to residential amenity which may help to avoid adverse impacts on human health arising from the construction and operation of development.</p> <p>Overall, the policies in this section are considered to have a positive effect on this objective.</p>

IIA Objective	DM16	DM17	DM18	DM19	Cumulative Effect	Commentary
						<p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	0	0	0	0	0	<p><b><u>Likely Significant Effects</u></b></p> <p>The policies in this section are considered to have a neutral effect on this objective. The development of renewable energy and low carbon technologies may have an impact on transport movements during construction although any effects would be temporary (i.e. during construction) and not significant. It is also noted that Policy DM19 requires that proposals do not have a detrimental impact on highway safety.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	0	0	0	0	0	<p><b><u>Likely Significant Effects</u></b></p> <p>The effect of the policies in this section on achievement of the objective is considered to be neutral.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM16	DM17	DM18	DM19	Cumulative Effect	Commentary
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	+	+	++	0	+	<p><b>Likely Significant Effects</b></p> <p>The implementation of Policy DM18 will ensure appropriate water management infrastructure, such as Sustainable Urban Drainage Systems (SUDS) supports new major development in the Chelmsford City Area. Other policies in this section will ensure conservation of biodiversity (DM16) and protection of preserved trees and woodland which can play a role in managing water resources.</p> <p>Policy DM19 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies are considered to have a minor positive effect on achievement of this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	0	+	++	0	++	<p><b>Likely Significant Effects</b></p> <p>The 2017 Strategic Flood Risk Assessment (SFRA) for the Chelmsford City Area highlights a high number of properties at risk from flooding. Surface water flooding is also a potential constraint, particularly in the urban areas of Chelmsford and South Woodham Ferrers where a number of areas are identified as being at a medium or high risk of coastal flooding. Policy DM18 will ensure that inappropriate development in areas at risk of flooding is discouraged/effects are mitigated in accordance with a sequential, risk-based approach and that new development does not give rise to flood risk elsewhere. The incorporation of techniques such as Sustainable Urban Drainage Systems (SUDS) in major development is also required by Policy DM18.</p> <p>The retention of tree cover (Policy DM17) can also contribute positively to the management of flood risk. Trees use more water than other vegetation types, and can also delay the passage of rainwater to streams and rivers.</p> <p>Policies DM16 and DM19 have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section will have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p>

IIA Objective	DM16	DM17	DM18	DM19	Cumulative Effect	Commentary
						<ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	+	+	0	+	+	<p><b>Likely Significant Effects</b></p> <p>The implementation of Policies DM16 and DM17 will help to protect and enhance the City Area’s habitats which can provide ‘green lungs’ that assist in maintaining and improving air quality. In this context, the policies have been assessed as having a positive effect on this objective. Policy DM19 will support the transition towards a low carbon economy. This will have positive effects on air quality by reducing the emissions associated with the combustion of fossil fuels.</p> <p>Policy DM18 has been assessed as having a neutral effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	0	+	++	++	++	<p><b>Likely Significant Effects</b></p> <p>Policy DM19 is the primary policy in the Local Plan relating to the development of renewable and low carbon technologies and it is expected to help reduce greenhouse gas emissions associated with energy use. The policy has therefore been assessed as having a significant positive effect on this objective (although it is recognised that renewable energy development can result in greenhouse gas emissions during construction and through the embodied carbon in materials).</p> <p>Policy DM18 will contribute to mitigating the effects of climate change by ensuring that new development avoids areas of flood risk. This has been assessed as having a significant positive effect on this objective.</p>

IIA Objective	DM16	DM17	DM18	DM19	Cumulative Effect	Commentary
						<p>Policy DM17 is considered to have a minor positive effect on this objective. Trees have an important role in managing the effects of climate change as well as natural variability in climate, through flood alleviation, the temporary storage of flood water and shading of buildings, for example. Their protection can therefore contribute to meeting this objective.</p> <p>Policy DM16 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	0	0	0	+	+	<p><b>Likely Significant Effects</b></p> <p>Low carbon and renewable energy development will help reduce the use of fossil fuels, thereby having a positive effect on this objective. Their development will result in increased resource use and the generation of waste. However, given the scale of anticipated development, this is not expected to be significant, and overall the policy is assessed as having a positive effect on this objective.</p> <p>Other policies in this section are considered to have a minor positive effect on this objective.</p> <p>The policies in this section are considered to have a minor positive effect on achieving this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM16	DM17	DM18	DM19	Cumulative Effect	Commentary
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	0	++	0	+/?	++/?	<p><b>Likely Significant Effects</b></p> <p>Policy DM17 seeks to protect preserved trees, woodland and non-protected landscapes which contribute to character and setting. It also seeks to preserve trees in Conservation Areas, which often form a significant part of the character of these assets. Overall, Policy DM17 has been assessed as having a significant positive effect on this objective.</p> <p>The implementation of Policy DM19 will ensure that renewable energy development does not have an unacceptable visual impact which may help to avoid adverse impacts on heritage assets arising from development, although some uncertainty remains.</p> <p>Policies DM16 and DM18 have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section have been assessed as having a significant positive effect on this objective, although some uncertainty remains.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (beyond those noted above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	+	++	0	+	++	<p><b>Likely Significant Effects</b></p> <p>The implementation of Policy DM16 would protect designated sites and other areas where protected species are likely to be present. Designated sites often form part of broader landscapes and contribute to their character. Policy DM16 has therefore been assessed as having a positive effect on this objective.</p> <p>Policy DM17 seeks protection of preserved trees, trees in conservation areas, woodland and non-protected landscapes. The policy would therefore support the important contribution that these elements make to the Chelmsford City Area’s landscapes and townscapes. This has been assessed as having a significant positive effect on this objective.</p> <p>Policy DM19 would not allow renewable energy development that would have an unacceptable visual impact. This has been assessed as having a positive effect on this objective.</p>

IIA Objective	DM16	DM17	DM18	DM19	Cumulative Effect	Commentary
						<p>Policy DM18 has been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a significant positive effect on the achievement of this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

## CHAPTER 8 - PROTECTING AND SECURING IMPORTANT ASSETS: DELIVERING AND PROTECTING COMMUNITY FACILITIES

Policy DM20 – Delivering Community Facilities

Policy DM21 – Protecting Community Facilities

Policy DM22 – Education Establishments

IIA Objective	DM20	DM21	DM22	Cumulative Effect	Commentary
<b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity					<p><b>Likely Significant Effects</b></p> <p>Whilst the development of new community facilities and services could have adverse effects on biodiversity, this is uncertain and will be dependent on the exact type, scale and location of development. Further, new provision may include open space which could have beneficial effects on this objective in terms of habitat creation. The protection of assets (Policy DM21) is likely to have a minor positive effect on this objective.</p>

IIA Objective	DM20	DM21	DM22	Cumulative Effect	Commentary
and geodiversity and promote improvements to the green infrastructure network.	0	0	0	0	<p>Assets include open spaces, which make an important, positive contribution to the green infrastructure network in the City Area.</p> <p>Overall, the policies in this section are considered to have a minor positive effect on this objective, although some uncertainty remains.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (except those identified above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	0	0	+	0	<p><b>Likely Significant Effects</b></p> <p>Policies DM20 and DM21 have been assessed as having a neutral effect on this objective. Policy DM22 is considered to be a minor positive effect as the policy may lead to the release of land for housing where suitable.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment</p>	++	++	0	++	<p><b>Likely Significant Effects</b></p> <p>The development of new community facilities and services (Policy DM20) and the protection of existing assets, including open spaces, recreation and tourist spaces (Policy DM21), will help to make the City Area an attractive place to work and invest in. Both policies will also help to ensure the protection of existing, and provision of new, educational facilities.</p> <p>Policy DM22 permits the change of use or redevelopment of educational establishments, but only where they are surplus to requirements and as such it is considered to have a neutral effect against this objective.</p>

IIA Objective	DM20	DM21	DM22	Cumulative Effect	Commentary
opportunities to everyone.					<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	++	++	0	++	<p><b>Likely Significant Effects</b></p> <p>By helping to protect existing services and facilities and focusing new service provision and development more generally in accessible locations, Policies DM20 and DM21 are likely to have a significant positive effect on this objective.</p> <p>Access to areas of open space and other recreational opportunities is fundamental to achieving equality of opportunity, particularly for deprived areas and certain groups in society who can become marginalised. These policies are therefore likely to have a significant positive effect on this aspect of the objective.</p> <p>Overall, Policies DM20 and DM21 are considered to have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	++/?	++	0	++/?	<p><b>Likely Significant Effects</b></p> <p>The implementation of Policies DM20 and DM21 will support the retention of existing, and provision of new, community facilities. Such assets include healthcare facilities and services. The policies are therefore considered to have a direct positive effects on this objective. The protection of existing open space and recreational facilities, and provision of new facilities, will also help to support and promote healthy lifestyles by providing opportunities for outdoor recreation and activities. Additionally, Policy DM20 specifically seeks adequate cycling and walking links within new development and requires adequate provision for access for those with disabilities.</p> <p>Whilst the construction of community facilities and services could have adverse effects on human health, this is uncertain and will be dependent on the exact type, scale and location of development.</p>

IIA Objective	DM20	DM21	DM22	Cumulative Effect	Commentary
					<p>Overall, Policies DM20 and DM21 are considered to have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (beyond those identified above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	+	+	0	+	<p><b>Likely Significant Effects</b></p> <p>The policies in this section are considered to have a minor positive effect on achievement of this objective. Policy DM20 seeks to locate new community facilities and services where adequate provision for travel by public transport, walking and cycling links can be made. Policy DM21, meanwhile, ensures the retention of community facilities with loss only accepted should (inter alia) provision be met by an easily-accessible existing or new facility in the settlement concerned.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The policies contained in this section have been assessed as having a neutral effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (beyond those identified above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM20	DM21	DM22	Cumulative Effect	Commentary
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	?	+	0	+/?	<p><b>Likely Significant Effects</b></p> <p>Whilst the development of community facilities and services could have adverse impacts on water resources, this is uncertain and will be dependent on the exact type, scale and location of development. Further, open space provision could help to protect and enhance water quality (by reducing surface water runoff). By protecting (inter alia) open spaces, which can positively support effective water management, Policy DM21 is considered to have a minor positive effect on this objective.</p> <p>Overall, the policies contained in this section are considered to have a minor positive effect.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (beyond those referred to above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	?	+	0	+/?	<p><b>Likely Significant Effects</b></p> <p>Open spaces in development can contribute to management of surface water runoff. Policy DM21 has therefore been assessed as having a positive effect on this objective as it seeks to protect (inter alia) open spaces in the Chelmsford City Area.</p> <p>Whilst the development of community facilities and services (Policy DM20) could affect, or be affected by, flood risk, this is uncertain and will be dependent on the exact type, scale and location of development. Further, open space provision could help to protect and enhance water quality (by reducing surface water runoff).</p> <p>Overall, the policies in this section have been assessed as having a positive effect on this objective, although some uncertainty remains.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (beyond those identified above).</li> </ul>

IIA Objective	DM20	DM21	DM22	Cumulative Effect	Commentary
					<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	+/?	+	0	+/?	<p><b>Likely Significant Effects</b></p> <p>By helping to protect existing services and facilities (Policy DM21) and focusing new facilities and service provision in locations accessible by public transport, walking and cycling (Policy DM20), these policies are likely to reduce the need to travel by private car and the associated emissions. Promoting the protection of existing open spaces and provision of new open spaces also has the potential to play an important role in improving Chelmsford City Area’s air quality through the dispersal and filtration of particulate matter. These policies are therefore considered to have a positive effect on this objective.</p> <p>Whilst the development of community facilities and services (Policy DM20) could adversely affect air quality, this is uncertain and will be dependent on the exact type, scale and location of development.</p> <p>Overall, the policies in this section have been assessed as having a positive effect on this objective, although some uncertainty remains.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (beyond those referred to above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	+/?	+	0	+/?	<p><b>Likely Significant Effects</b></p> <p>By helping to protect existing services and facilities (Policy DM21) and focusing new facilities and service provision in locations accessible by public transport, walking and cycling (Policy DM20), these policies are likely to have a positive effect on this objective by reducing the need to travel by the private car and the associated greenhouse gas emissions. Promoting the protection and enhancement of open spaces (Policy DM21) also has the potential to help manage the effects of climate change as well as natural variability in climate, through flood alleviation or the temporary storage of water for example.</p> <p>Whilst the development of community facilities and services could result in increased greenhouse gas emissions, this is uncertain and will be dependent on the exact type, scale and location of development.</p> <p>Overall, the policies in this section have been assessed as having a positive effect on this objective, although some uncertainty remains.</p>

IIA Objective	DM20	DM21	DM22	Cumulative Effect	Commentary
					<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent to which trends in car use, for example, can be stemmed and substituted with more sustainable modes of transport is uncertain.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	0	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The development of facilities and services would result in the increased use of resources and waste generation but it is unlikely to be significant. The policies contained in this section have therefore been assessed as having a neutral effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	+/?	+	0	+/?	<p><b>Likely Significant Effects</b></p> <p>Open spaces can contribute to the setting of historic assets such as listed buildings within towns. The implementation of Policy DM21 will contribute to the achievement of this objective by protecting community facilities. In particular, the policy would ensure that assets, including open spaces, are retained where they are considered to make an important contribution to (inter alia) the character of the area.</p> <p>Whilst the development of community facilities and services could have adverse impacts on cultural heritage, this is uncertain and will be dependent on the exact type, scale and location of development. It is also noted that Policy DM20 seeks to ensure that development is compatible with its surroundings and does not have an unacceptable impact on its character or appearance.</p> <p>Overall, the policies in this section have been assessed as having a positive effect on this objective, although some uncertainty remains.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (beyond those referred to above).</li> </ul>

IIA Objective	DM20	DM21	DM22	Cumulative Effect	Commentary
					<p><u>Assumptions</u></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	+/?	+	+	+/?	<p><u>Likely Significant Effects</u></p> <p>Chelmsford City Council has been awarded 12 Green Flag awards for fifteen of its parks in Chelmsford City Area. Open spaces within Chelmsford City and South Woodham Ferrers make an important contribution to the townscape and the implementation of Policy DM21 will contribute to achievement of the objective by protecting a range of assets, including open spaces, and ensuring that facilities considered to make an important contribution to the character of the area (inter alia) are retained.</p> <p>Whilst the development of community facilities and services could have adverse impacts on the landscape and townscapes of the Chelmsford City Area, this is uncertain and will be dependent on the exact type, scale and location of development. It is also noted that Policy DM20 seeks to ensure that development is compatible with its surroundings and does not have an unacceptable impact on its character or appearance.</p> <p>Policy DM22 seeks to make best use of buildings that are no longer required for educational purposes. The redevelopment of these buildings would be expected have a positive effect on the landscape / townscape.</p> <p>Overall, the policies in this section have been assessed as having a positive effect on this objective, although some uncertainty remains.</p> <p><u>Uncertainties</u></p> <ul style="list-style-type: none"> <li>None identified (beyond those referred to above).</li> </ul> <p><u>Assumptions</u></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

## CHAPTER 9 - MAKING HIGH QUALITY PLACES: MAKING PLACES

Policy DM23 – High Quality and Inclusive Design

Policy DM24 – Design and Place-Shaping Principles in Major Developments

Policy DM25 – Sustainable Buildings

Policy DM26 – Design Specification for Dwellings

Policy DM27 – Parking Standards

Policy DM28 – Tall Buildings

Policy DM31 – Net Zero Carbon Development (in Operation)

I/A Objective	DM23	DM24	DM25	DM26	DM27	DM28	DM31	Cumulative Effect	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	0	+	0	0	0	0	+	+	<p><b><u>Likely Significant Effects</u></b></p> <p>The majority of the policies in this section of the Local Plan are considered to have a neutral effect on this objective. Policy DM24, however, seeks to ensure the provision of public open space or larger scale green infrastructure and the retention of existing trees/planting of new trees in new developments. Open spaces and green infrastructure can provide habitats for a range of species whilst trees can, for example, support nesting birds and bats. Policy DM24 is therefore considered to have a minor positive effect on this objective.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a minor positive effect on this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM23	DM24	DM25	DM26	DM27	DM28	DM31	Cumulative Effect	Commentary
									<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	++	++	+	++	0	0	++	++	<p><b>Likely Significant Effects</b></p> <p>Together, the policies in this section will help to ensure the delivery of well-designed homes. In particular, Policy DM24 promotes well designed, good quality development. Policy DM23 will achieve high quality development that responds to its local context and is well proportioned. Policy DM25 will ensure that sustainable design features are incorporated into new dwellings, thereby supporting quality housing developments. Policy DM26 will ensure that new housing includes suitable privacy and living environments, including provision of amenity space and open space whilst ensuring HMO development is of a good quality.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Cumulatively, the policies in this section are considered to have a significant positive effect on the achievement of this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located</p>	++	++	+	0	0	0	0	++	<p><b>Likely Significant Effects</b></p> <p>Together, the policies in this section will help to ensure the delivery of well designed, accessible employment development. In particular, Policy DM24 promotes well designed, good quality development. Policy DM23, meanwhile, will achieve high quality development that responds to its local context.</p> <p>The implementation of Policy DM25 will also support high quality employment development in the City Area by ensuring that levels of emissions are reduced and</p>

IIA Objective	DM23	DM24	DM25	DM26	DM27	DM28	DM31	Cumulative Effect	Commentary
employment opportunities to everyone.									<p>sustainable design measures are included. Policy DM26, meanwhile, will ensure that provision is included in new developments for broadband infrastructure, a key requirement for business development/supporting home working.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Cumulatively, the policies in this section are considered to have a significant positive effect on the achievement of this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b></p> <p>To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	0	++	0	0	0	+	++	++	<p><b>Likely Significant Effects</b></p> <p>Policy DM24 will contribute to the achievement of this objective by (inter alia) seeking improvements to the public realm and promoting inclusive access, helping to foster social inclusion for all members of the community. This has been assessed as having a significant positive effect on this objective. The implementation of Policy DM28, meanwhile, will help to support higher density development within the urban areas of the City Area, encouraging urban living. This has been assessed as having a positive effect on this objective.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM23	DM24	DM25	DM26	DM27	DM28	DM31	Cumulative Effect	Commentary
									<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	++	++	+	+	0	0	+	++	<p><b>Likely Significant Effects</b></p> <p>The 2015 Health Profile for Chelmsford produced by Public Health England highlights that the health of Chelmsford’s population is generally good with life expectancy for both men and women higher than the England average. However, inequalities exist across the area.</p> <p>In this context, Policy DM24 is assessed as having a significant positive effect on this objective. It specifically includes a principle for new development to provide opportunities to promote healthy living and to improve health and wellbeing. The Policy seeks the provision of green infrastructure and open space in new development, which are recognised as contributing to the health and wellbeing of communities. The policy will also encourage walking and cycling which will support active lifestyles and help to protect the amenity of existing and future residents with regard to noise, vibration, smell and residential living environments.</p> <p>Policy DM23 will (inter alia) ensure active elevations and safe environments, which can contribute to reducing crime and the fear of crime. Both policies have been assessed as having a significant positive effect on this objective.</p> <p>Policy DM25 specifically seeks the implementation of design measures in buildings to reduce emissions, including nitrogen dioxide. Such emissions can be harmful to human health, especially for those with pre-existing conditions. Policy DM26 will seek the integration of sufficient private amenity space and open space in new development, both of which contribute to a healthy living environment. These policies have been assessed as having a positive effect on this objective.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM23	DM24	DM25	DM26	DM27	DM28	DM31	Cumulative Effect	Commentary
									<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	0	++	0	0	+/?	0	0	+/?	<p><b>Likely Significant Effects</b></p> <p>Policy DM24 will have a significant positive effect on this objective by seeking development that is well-connected, and prioritises the needs of pedestrians, cyclists and public transport.</p> <p>Requiring the integration of cycle storage provision within HMOs may support cycling rather than the use of the private car. This is considered to have a minor positive effect on the achievement on this objective. Policy DM27 requires new residential and employment development to comply with parking standards, which can help support a modal shift from the private car to the use of public transport. However, the effect on a reduction in the use of the private car is uncertain.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have minor positive effect on achievement of this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (beyond those noted above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM23	DM24	DM25	DM26	DM27	DM28	DM31	Cumulative Effect	Commentary
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	0	0	0	0	0	++	0	+	<p><b>Likely Significant Effects</b></p> <p>The majority of policies in this section are considered to have a neutral effect on achieving this objective.</p> <p>In 2013/14, within the Chelmsford City Area, the number of dwellings completed at a density of 100+ dwellings per hectare was 21%. The implementation of Policy DM28 will help to ensure that where appropriate, higher density development, in the form of buildings over 6 storeys, will be supported. This will help to promote effective use of land in the urban areas. This is considered to have a significant positive effect on this objective.</p> <p>Cumulatively the policies in this section are considered to have a minor positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	0	+	++	0	0	0	0	+	<p><b>Likely Significant Effects</b></p> <p>Although the majority of policies in this section are considered to have a neutral effect on this objective, Policy DM25 will ensure that all new development achieves higher water efficiency than under standard building regulations. As Essex is within an area of water resource stress, Policy DM25 has therefore been assessed as having a significant positive effect on this objective.</p> <p>Policy DM24 will support the retention of trees, and seek the planting of new trees, whilst seeking open space and green infrastructure provision in new development. This can contribute to the management of water resources and in consequence, the policy has been assessed as having a positive effect on this objective.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Cumulatively, the policies in this section are considered to have a positive effect on achieving this objective.</p>

IIA Objective	DM23	DM24	DM25	DM26	DM27	DM28	DM31	Cumulative Effect	Commentary
									<p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	0	+	0	0	0	0	0	+	<p><b>Likely Significant Effects</b></p> <p>The majority of policies in this section are expected to have a neutral effect on this objective.</p> <p>Retention of tree cover and new planting can contribute positively to the management of flood risk. The provision of open spaces and green infrastructure can also provide areas that make a positive contribution to effective water management by helping to reduce surface water run-off. Therefore, Policy DM24 is considered to have a positive effect on this objective.</p> <p>Overall, there is considered to be a minor positive effect on this objective from implementation of these policies.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	0	+	+	0	+/?	0	+	+/?	<p><b>Likely Significant Effects</b></p> <p>Policy DM24 will have a positive effect on this objective by seeking development that is well-connected, and prioritises the needs of pedestrians, cyclists and public transport. Promoting the expansion and enhancement of open spaces and tree cover also has the potential to play an important role in improving the Chelmsford City Area’s air quality through the dispersal and filtration of particulate matter.</p> <p>Overall, this policy has been assessed as having a positive effect on this objective.</p>

IIA Objective	DM23	DM24	DM25	DM26	DM27	DM28	DM31	Cumulative Effect	Commentary
									<p>Policy DM25 seeks to reduce the amount of carbon dioxide and nitrogen dioxide emissions from new buildings. This is considered to have a positive effect on this objective over the longer term.</p> <p>Policy DM27 requires new residential and employment development to comply with parking standards, which can help support a modal shift from the use of the private car to public transport and consequently help reduce emissions which contribute to poor air quality. However, the effect on a reduction in the use of the private car is uncertain.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a minor positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (beyond those noted above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	0	++	++	0	+/?	0	++	++/?	<p>Likely Significant Effects</p> <p>Policy DM24 seeks to ensure that overall site design and individual building design minimises energy consumption and provides resilience to a changing climate. It also seeks opportunities to retain trees and plant new trees and integrate open space and green infrastructure in new development. This can positively help to mitigate the effects of climate change. Open spaces and trees have a critical role in managing the effects of climate change as well as natural variability in climate, through flood alleviation, the temporary storage of flood water and shading of buildings, for example. Policy DM25, meanwhile, seeks the incorporation of measures to reduce carbon dioxide and nitrogen dioxide emissions in new residential and non-residential development. Both policies have been assessed as having a significant positive effect on this objective.</p> <p>Policy DM27 requires new residential and employment development to comply with parking standards, which can help support a modal shift from the use of the private</p>

IIA Objective	DM23	DM24	DM25	DM26	DM27	DM28	DM31	Cumulative Effect	Commentary
									<p>car to public transport and consequently help reduce emissions. However, the effect on a reduction in the use of the private car is uncertain.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section are considered to have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (other than that noted above).</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	0	+	++	+/?	0	0	++	+/?	<p><b>Likely Significant Effects</b></p> <p>The majority of policies in this section are considered to have a neutral effect on this objective. However, Policy DM24 will (inter alia) encourage site and building design that minimises energy consumption. This is considered to have a positive effect on this objective. Policy DM25 requires that new development minimises the use of natural resources. This is considered to have a significant positive effect on this objective.</p> <p>Policy DM26 will ensure that recycling storage is incorporated into the design of all new dwellings thereby making a minor positive contribution to this objective. However, the effect of this provision on this objective is uncertain as it may not lead to an increased use of recycling facilities.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Overall, the policies in this section will have a minor positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified (except that identified above).</li> </ul>

IIA Objective	DM23	DM24	DM25	DM26	DM27	DM28	DM31	Cumulative Effect	Commentary
									<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	+	+	0	0	0	+	0	+	<p><b>Likely Significant Effects</b></p> <p>The design of new buildings can have a significant effect on local character and surroundings which can often make an important contribution to the setting of historic assets. In this context, Policies DM23 and DM24 would help to ensure that new development proposals are well designed, respecting the character and appearance of the area. This has been assessed as having a positive effect on this objective.</p> <p>Policy DM28 would ensure that taller buildings would be developed where appropriate and (inter alia) the building does not detract from the context of existing historic city centre features. This has been assessed as having a positive effect on this objective.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Overall, it is considered that the policies in this section will have a positive effect on the achievement of this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	++	++	0	0	0	+	0	++	<p><b>Likely Significant Effects</b></p> <p>Together, the policies in this section will have a significant positive effect on this objective. The implementation of Policy DM24 in particular would have positive effects on this objective as it sets out specific requirements for new development proposals to (inter alia) meet the highest standards of built and urban design and</p>

IIA Objective	DM23	DM24	DM25	DM26	DM27	DM28	DM31	Cumulative Effect	Commentary
									<p>enhance the public realm. Policy DM23, meanwhile, would contribute to the protection and enhancement of the character and appearance of the area by ensuring development responds to its context.</p> <p>Policy DM28 requires the visibility of taller buildings to contribute to townscape and, from longer views, to the skyline and provide positive addition to views into and around the City. These requirements would help to protect and enhance the landscape and townscape.</p> <p>The remaining policies in this section have been assessed as having a neutral effect on this objective.</p> <p>Overall, it is considered that the policies in this section will have a significant positive effect on the achievement of this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>

## CHAPTER 9 - MAKING HIGH QUALITY PLACES: PROTECTING LIVING AND WORKING ENVIRONMENTS

Policy DM29 – Protecting Living and Working Environments

Policy DM30 – Contamination and Pollution

IIA Objective	DM29	DM30	Cumulative Effect	Commentary
<p><b>1. Biodiversity and Geodiversity:</b> To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	+	+	+	<p><b>Likely Significant Effects</b></p> <p>The policies in this section are considered to have a minor positive effect on this objective. Policies DM29 and DM30 will not only protect human health, they will (indirectly) reduce the impact of development on species that have habitats close to any proposed developments by ensuring that development does not give rise to unacceptable levels of polluting emissions by reason of noise, light, smell, fumes, vibrations (Policy DM29) and by protecting water quality (Policy DM30).</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>2. Housing:</b> To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The policies contained in this section have been assessed as having a neutral effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM29	DM30	Cumulative Effect	Commentary
<p><b>3. Economy, Skills and Employment:</b> To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The policies contained in this section have been assessed as having a neutral effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>4. Sustainable Living and Revitalisation:</b> To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The policies contained in this section have been assessed as having a neutral effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>5. Health and Wellbeing:</b> To improve the health and wellbeing of those living and working in the Chelmsford City Area.</p>	++	++	++	<p><b>Likely Significant Effects</b></p> <p>The policies in this section are central to ensuring that the health of the City Area’s communities is maintained and enhanced by protecting amenity and limiting any environmental impacts from new development. The implementation of Policy DM29 will ensure that development does not give rise to unacceptable levels of polluting emissions related to noise, light, smell, fumes, and vibration. Policy DM30, meanwhile, will ensure that development on, or near to, hazardous substance sites or land which is contaminated will not have a threat to health or safety. Air pollution can be linked to respiratory problems, particularly in those with underlying conditions or within vulnerable groups.</p> <p>Overall, the policies in this section are considered to have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p>

IIA Objective	DM29	DM30	Cumulative Effect	Commentary
				<ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>6. Transport:</b> To reduce the need to travel, promote more sustainable modes of transport and align investment in infrastructure with growth.</p>	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The policies contained in this section have been assessed as having a neutral effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>7. Land Use and Soils:</b> To encourage the efficient use of land and conserve and enhance soils.</p>	+	++	++	<p><b>Likely Significant Effects</b></p> <p>Policy DM30 requires effective remediation to deal with issues raised by contaminated land. This has been assessed as having a significant positive effect on this objective. The implementation of Policy DM29, meanwhile, is considered to have a minor positive effect in ensuring that development does not give rise to unacceptable polluting emissions which may (inter alia) impact on neighbouring land uses.</p> <p>Overall, the policies in this section are considered to have a significant positive effect on achieving this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM29	DM30	Cumulative Effect	Commentary
<p><b>8. Water:</b> To conserve and enhance water quality and resources.</p>	++	++	++	<p><b>Likely Significant Effects</b></p> <p>The main factors affecting the status of waterbodies in the City Area have been cited as physical modifications, negative effects of non-native species, pollution from towns and cities and pollution from rural areas. In this context, the policies in this section will play a key role in protecting water quality by addressing polluting sources in the City Area. Policy DM29 will ensure that development does not give rise to unacceptable levels of polluting emissions which can affect water bodies. Policy DM30, meanwhile, explicitly includes the requirement for new development to not have an adverse effect on the quality of local groundwater or surface water.</p> <p>These policies are therefore considered to have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>9. Flood Risk and Coastal Erosion:</b> To reduce the risk of flooding and coastal erosion to people and property, taking into account the effects of climate change.</p>	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The policies contained in this section have been assessed as having a neutral effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>10. Air:</b> To improve air quality.</p>	++	++	++	<p><b>Likely Significant Effects</b></p> <p>There are seven locations where recent monitoring identified borderline concentrations of Nitrogen Dioxide. The policies in this section will play a key role in protecting air quality in the City Area. Policy DM29 will ensure that development does not give rise to unacceptable levels of polluting emissions which can affect air quality. Policy DM30, meanwhile, will ensure</p>

IIA Objective	DM29	DM30	Cumulative Effect	Commentary
				<p>(inter alia) that developments where an air quality impact assessment has been provided, does not have unacceptable significant impacts on air quality.</p> <p>These policies are therefore considered to have a significant positive effect on this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>11. Climate Change:</b> To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	+	0	+	<p><b>Likely Significant Effects</b></p> <p>Policy DM29 will not permit development which gives rise to unacceptable levels of polluting emissions including emissions to air. Indirectly, this is likely to also have a minor positive effect on this objective by helping to minimise greenhouse gases. The effect of Policy DM30 is considered to be neutral.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>12. Waste and Natural Resources:</b> To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure</p>	0	0	0	<p><b>Likely Significant Effects</b></p> <p>The policies in this section are considered to have a neutral effect on the achievement of this objective.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

IIA Objective	DM29	DM30	Cumulative Effect	Commentary
the sustainable use of natural resources.				<p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>13. Cultural Heritage:</b> To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	0	0	0	<p><b><u>Likely Significant Effects</u></b></p> <p>The policies in this section are considered to have a neutral effect on the achievement of this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>
<p><b>14. Landscape and Townscape:</b> To conserve and enhance landscape character and townscapes.</p>	0	0	0	<p><b><u>Likely Significant Effects</u></b></p> <p>The policies in this section are considered to have a neutral effect on the achievement of this objective.</p> <p><b><u>Uncertainties</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b><u>Assumptions</u></b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>

**Reasons for the Selection of Policies and Alternatives Considered**

<b>Policy</b>	<b>Alternatives considered</b>
Strategic Policy S1	<p><b>No Policy, rely on NPPF.</b></p> <p>The NPPF requires Local Plans to articulate a local vision to meet development needs. Therefore, this is not a reasonable alternative.</p> <p><b>Alternative or additional Spatial Principles.</b></p> <p>The preferred Spatial Principles reflect national planning policy and the comments received to the Issues and Options consultation. Therefore, this is not a reasonable alternative.</p>
Strategic Policy S2	<p><b>No Policy, rely on NPPF and Building regulations.</b></p> <p>The NPPF sees the transition to a low carbon future climate change as a core planning principle. However, it does not provide detailed guidance on the Council's expectations for new development. It is considered that the policy is required to give clarity to developers and local communities.</p> <p>Building regulations do not yet see new buildings as net zero carbon. The Councils priorities are to move towards a net zero carbon environment as soon as possible. Therefore, this is not a reasonable alternative.</p>
Strategic Policy S14	<p><b>No Policy, rely on NPPF.</b></p> <p>The NPPF requires planning policies to aim to achieve healthy spaces. This policy also helps to meet new Council strategic priority 7. Therefore, this is not a reasonable alternative.</p>
Strategic Policy S15	<p><b>No policy, rely on the NPPF.</b></p> <p>The policy follows the requirements of the NPPF, but in the RJ also includes specific reference to the requirements for masterplans, place keeping and community involvement, and enhancements for certain groups. Therefore, this is not a reasonable alternative.</p>
Strategic Policy S3	<p><b>No Policy, rely on NPPF.</b></p> <p>This would not cover the main objectives of the policy in terms of how to identify and assess all assets of local heritage significance. Therefore, this is not a reasonable alternative.</p>
Strategic Policy S4	<p><b>No Policy, rely on NPPF.</b></p> <p>The policy follows the requirements of the NPPF and also includes specific reference to the role of water management in reducing</p>

	pollution locally. This option therefore, is not a reasonable alternative.
Strategic Policy S5	<p><b>No Policy, rely on NPPF.</b></p> <p>The policy follows the requirements of the which requires local planning authorities to proactively have policies which provide the necessary community facilities. The inclusion of active travel reflects the Councils strategic priorities. Local Plans should set clear policies for their area in respect of community facilities. Therefore, this is not a reasonable alternative.</p>
Strategic Policy S6	<p><b>No Policy, rely on NPPF.</b></p> <p>The NPPF requires local planning authorities to proactively meet the need for new housing, employment and retail. Local Plans should set a clear strategy for their area to encourage sustainable growth and inward investment. Therefore, this is not a reasonable alternative.</p>
Strategic Policy S7	<p><b>No Policy, rely on NPPF.</b></p> <p>The Spatial Strategy is a fundamental part of the Local Plan. Not having a policy would undermine the delivery of the Plan’s Vision, Strategic Priorities and create uncertainty and ultimately lead to unplanned and uncoordinated development not supported by necessary infrastructure. This would reduce the weight of the proposed It would result in the removal of specified development allocations and the Settlement Hierarchy for which guides future planning decisions and promotes sustainable developmentundermine the Spatial Strategy. Therefore, this is not a reasonable alternative.</p> <p><b>Development growth in the Green Belt.</b></p> <p>This has been discounted as sufficient and suitable land is available outside the Green Belt to meet the area’s development needs within the Council’s administrative area in a sustainable way. It would also undermine the protection of the Green Belt by national planning policy. This approach has therefore been rejected by the Council.</p> <p><b>Development growth in the Green Wedge.</b></p> <p>The Green Wedge is a locally important designation following the river valleys which have been enshrined in Chelmsford development plans since 2008 and has helped shape Chelmsford’s growth. ThisChanges to the Green Wedge boundaries to allow development growth This has been discounted as sufficient and suitable land is available outside these areasthe Green Wedge to meet the area’s development needs in a sustainable way. This approach has therefore been rejected by the Council. The only exception to this is the development of Growth Site 1cc for expansion of the</p>

existing employment site adjacent to the City Centre and where replacement Green Wedge within the development site will ensure no net loss.

**Alternative Spatial Strategy – Growth Expand the existing development allocations within the adopted Spatial Strategy with further expansion of North East Chelmsford (Chelmsford Garden Community).**

This differs from the preferred Spatial Strategy by substituting the proposed new East Chelmsford Garden Community (Hammonds Farm) with further expansion of existing adopted strategic development allocations including North East Chelmsford (Chelmsford Garden Community).

Further expansion at North West Chelmsford (Location 2) and Broomfield (Location 8) have been rejected due to their impact on and the capacity of the local road network and their relative remoteness from the strategic road network. Further expansion at East of Chelmsford has been rejected due to the need to prevent coalescence with Sandon Village as identified in the adopted Sandon Neighbourhood Plan. Further expansion at South Woodham Ferrers (Location 10) has been rejected due to the impact on and the capacity of the strategic and local road network and capacity limits of the wastewater recycling facilities serving the area. Further expansion of Great Leighs (Location 7) has been rejected due to landscape capacity and sensitivity concerns and the capacity limits of the wastewater recycling facilities serving the area.

Further expansion of North East Chelmsford (Chelmsford Garden Community - Location 6) This has been discounted as promoted development sites are it is not deliverable within the plan period given permitted mineral extraction and land remediation works.

**Alternative Spatial Strategy – Growth along transport corridors at Chatham Green, Boreham, Howe Green and Rettendon.**

This differs from the preferred Spatial Strategy by substituting the East Chelmsford Garden Community with growth at Chatham Green and expansion of Boreham, Howe Green and Rettendon Common.

Chatham Green has been discounted rejected given due to its relative isolated location from existing services and facilities which would lead to higher reliance on the private car, landscape capacity and sensitivity concerns, and capacity limits at the wastewater recycling facilities serving the area the strategic highway network and new railway station.

Boreham has been discounted given a lack of primary school capacity.

Boreham has been rejected rejected due to the impact on the local road network, landscape capacity and sensitivity concerns and uncertainty whether the promoted development would generate the need for a new primary school given the acute lack of existing primary school capacity.

<p>Howe Green has been rejected given its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car, the impact on the local road network and the lack of strategic highway capacity at Junction 17 of the A12. discounted as a new primary school would need to be provided but no site of a suitable size is promoted.</p> <p>Rettendon Common has been rejected given its relative isolation from existing services and facilities and the strategic road and transport network which would lead to higher reliance on the use of the private car discounted due to its distance from the wider transport network.</p> <p>Rettendon Place has been rejected given the settlement is constrained by the Green Belt to south and west, its relative isolation from existing services and facilities which would lead to higher reliance on the use of the private car and landscape capacity and sensitivity concerns.</p> <p><b>Locations which could have formed part of an alternative Spatial Strategy – Other Key Service and Service Settlements outside the Green Belt</b></p> <p>The preferred Spatial Strategy allocates small housing sites at Ford End, East Hanningfield and Bicknacre and an allocation of around 100 new homes at Danbury being allocated through the Danbury Neighbourhood Plan.</p> <p>Great Waltham has been rejected as no sites with a capacity of 10 or more homes have been promoted. Little Waltham has been rejected as promoted sites either fall within the Green Wedge, have a negative impact on the local highway network, would not support the provision of a new primary school and/or create coalescence with the development at Chelmsford Garden Community. Woodham Ferrers has been rejected as no sites are promoted which are adjacent to the settlement boundary.</p> <p><b>Alternative Spatial Strategy - Employment development at Howe Green (Junction 17 of the A12)</b></p> <p>This differs from the preferred Spatial Strategy by substituting strategic employment growth at Land adjacent to A12 Junction 18 with land at Howe Green (around Junction 17 of the A12).</p> <p>This overall alternative Spatial Strategy has been discounted given the Plan evidence base. This option has been rejected given the lack of strategic highway capacity at Junction 17 of the A12 and no deliverable junction improvements planned to accommodate strategic scale employment growth at this location. This location has lower landscape capacity to accommodate employment development compared with the Council's preferred option at Location 16b.</p>
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Strategic Policy S8	<p><b>No Policy, rely on NPPF.</b>            Within the NPPF there is a requirement to articulate a local vision to meet development needs. Therefore, there is no reasonable alternative.</p>
Strategic Policy S16	<p><b>No Policy, rely on NPPF.</b>            The policy follows the requirements of the NPPF. However, the NPPF does not provide detailed guidance on the Council's expectations for new development. It is considered that the policy is required to give clarity to developers and local communities. Therefore, this is not a reasonable alternative.</p>
Strategic Policy S9	<p><b>No Policy, rely on NPPF.</b>            This would risk required infrastructure improvements not being delivered. This is not a reasonable alternative.  <b>No Policy, rely upon Essex Local Transport Plan.</b>            The Plan predates the Local Plan therefore does not address specific infrastructure requirements from Chelmsford's projected growth. Therefore, this is not a reasonable alternative.</p>
Strategic Policy S10	<p><b>No Policy, rely on NPPF.</b>            This would result in uncertainty regarding how developer contributions will be secured. Therefore, this is not a reasonable alternative.</p>
Strategic Policy S11	<p><b>No Policy, rely on NPPF.</b>            This would result in uncertainty regarding the role and function of local designations such as the Green Wedge and how these differ to the Green Belt and Rural Area. This is not a reasonable alternative.</p>
Strategic Policy S12	<p><b>No Policy, rely on NPPF.</b>            Within the NPPF there is requirement to define the network and hierarchy of centres and define their extent. Therefore, there are no reasonable alternatives.</p>
Strategic Policy 17	<p><b>No Policy, rely on NPPF.</b>            The NPPF does not provide detailed guidance on the Council's expectations for new development. It is considered that the policy is required to give local focus and clarity to developers and local communities. Therefore, this is not a reasonable alternative.</p>
Strategic Policy S13	<p><b>No Policy, rely on NPPF.</b>            Within the NPPF there is requirement to review Local Plan within five years of the date of adoption. Therefore, there are no reasonable alternatives.</p>

DM1	<p><b>Consider alternative threshold sizes and percentages.</b></p> <p>Threshold DM1 A is considered appropriate as it applies to major development and it would be disproportionate to apply it to smaller sized development.</p> <p>The latest available evidence suggests the amount and thresholds in Policies DM1 B and DM1 C ii are justified and supported through viability testing. To amend these could result in sites being unviable for development. Therefore, this is not a reasonable alternative.</p> <p>The latest available evidence suggests the percentage in Policy DM1 C i will meet the identified need. The evidence does not justify this percentage being lowered or increased.</p>
DM2	<p><b>Consider alternative threshold sizes and percentages.</b></p> <p>The latest available evidence suggests the amount and thresholds are justified and supported through viability testing. To amend these could result in sites being unviable for development. Therefore, this is not a reasonable alternative.</p>
DM3	<p><b>Only allocate and give weight to planning applications from Gypsies, Travellers and Travelling showpeople that meet the PPTS definition.</b></p> <p>This could discriminate against Gypsies, Travellers and Travelling showpeople that have permanently ceased to travel as a result of disability or old age.</p>
DM21	<p><b>No policy, rely on NPPF.</b></p> <p>The NPPF does not provide a consolidated approach to the protection of Community Assets. Therefore, this is not a reasonable alternative.</p>
DM22	<p><b>No policy, rely on NPPF.</b></p> <p>The NPPF does not provide a consolidated approach to the protection of education establishments. Therefore, this is not a reasonable alternative.</p>
DM23	<p><b>Rely on strategic growth location policies to set out detailed design principles.</b></p> <p>This would not cover development outside of these areas. Therefore, this is not a reasonable alternative.</p>
DM24	<p><b>Add design criteria to other development policies.</b></p>

	This would not cover other forms of development which may fall outside of specific development type policies. Therefore, this is not a reasonable alternative.
DM25	<b>No policy, rely on Building Regulations.</b> This would not cover additional sustainable features which are at the forefront of climate change and are a key issue for the Plan period. Therefore, this is not a reasonable alternative.
DM26	<b>No policy, rely on the NPPF.</b> The NPPF makes no direct reference to HMOs, which have different requirements to ensure they offer acceptable living standards for occupants. Therefore, this is not a reasonable alternative.
DM27	<b>Policy based on specific local evidence.</b> There is no such detailed local evidence to support alternative local standards. Therefore, this is not a reasonable alternative.
DM28	<b>No policy.</b> This policy guides development to ensure future tall buildings respect and balance the need for development and the historic character and urban context of the area. Therefore, this is not a reasonable alternative. <b>Consider alternative definition of ‘tall buildings’.</b> The definition is based on Chelmsford’s predominant building scale of two to four storeys, typically forming street frontages. Buildings above five storeys represent a shift in scale with greater impacts which require careful consideration. Therefore, this is not a reasonable alternative.
DM29	<b>Add design criteria to other development policies.</b> This would not cover other forms of development which may fall outside of specific development type policies. Therefore, this is not a reasonable alternative.
DM30	<b>No policy, rely on NPPF.</b> The NPPF deals with general and multiple types of pollutions, but this policy specifically identifies the potential for contamination and pollution issues local to Chelmsford. Therefore, this is not a reasonable alternative.



## APPENDIX H – APPRAISAL OF LOCAL PLAN POLICIES

**APPENDIX I - EQUALITIES IMPACT ASSESSMENT****Introduction**

Chelmsford City Council (CCC) is undertaking an Integrated Impact Assessment (IIA) of the Review of the Adopted Local Plan. The IIA is being carried out to ensure that the Review maximises its ability to result in improvements to the Adopted Local Plan. The Review is currently at the Preferred Options stage.

In undertaking the IIA, the Council is applying a process that incorporates Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Habitats Regulations Assessment (HRA), Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA).

**Equalities Impact Assessment**

This Appendix details the EqIA that has been carried out for Chelmsford City Council's Review of the Adopted Local Plan. An EqIA is a legal requirement as established by The Equality Act 2010<sup>128</sup>.

The Equality Act 2010 places a duty on local planning authorities to engage with the local community and other interested parties when developing plan policies and consider representations made to it when determining a planning application. This EqIA is therefore iterative and local/professional knowledge can be crucial for it to best identify and quantify the equality issues facing Chelmsford and how the Review of the Adopted Local Plan can best propose ways to address such inequalities.

An EqIA is a process designed to ensure that a policy, project or scheme does not discriminate against any particular group on the basis of certain characteristics, which are defined as:

- Age
- Disability
- Ethnicity/Race

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<sup>128</sup> HM Government 2010 (2010, latest update 2022) 'The Equality Act 2010'. Available at: <https://www.legislation.gov.uk/ukpga/2010/15>, accessed 19.07.2022.

- Gender/Sex
- Gender reassignment
- Marriage and Civil Partnership
- Pregnancy and maternity
- Religion or beliefs and;
- Sexual orientation

In order to assess the potential effects of the Issues and Options stage of the plan review process on the above elements, the following list of affected groups will be considered, which incorporates these elements:

**Affected groups:**

1. People of different genders (*Men/women/identifying gender*)
2. People of different races or ethnic groups (*Black, White, Asian, Mixed / Dual Heritage, Gypsy/Traveller etc.*)
3. People with a form of mental or physical disability (both visible and invisible): *e.g. hearing impairments, visual impairments, speech difficulties, learning difficulties, mobility difficulties, mental health problems, long-term ill health etc.*
4. People of different age groups *e.g. children, teenagers, young adults, middle-aged, or older people.*
5. Lesbian, gay, bisexual, asexual or heterosexual people.
6. People from different religious or belief groups *e.g. Christian, Buddhist, Hindu, Jewish, Muslim, Sikh, Non-religious, or other beliefs, e.g. philosophical beliefs like humanists.*
7. People who have changed their gender or are in the process of doing so (i.e. transgender).
8. Pregnant women or people who have just had a baby (Maternity/paternity can be defined as 26 weeks after giving birth, and includes consideration about breastfeeding.) Only relevant to the requirement to have due regard to the need to eliminate discrimination.

9. Other groups who could find it difficult to access or make use of the policy / function. *For example: low income / people living in rural areas / single parents / carers and the cared for / past offenders / long-term unemployed / housebound / history of domestic abuse / people who don't speak English as a first language / people without computer access etc.*

The Equality Act 2010 requires local authorities to consider how their policies, decisions, processes and operation can potentially impact disadvantaged and minority groups and should ensure that such impacts are minimised and removed.

The Equality Act 2010 places a 'General Duty' on all public bodies to have 'due regard' to:

- Eliminating discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advancing equality of opportunity between those with 'protected characteristics' and those without them
- Fostering good relations between those with 'protected characteristics' and those without them

The Equalities Act is supported by other equality focused legislation as identified below:

- The Race Relations (Amendment) Act 2000<sup>129</sup> – Extended the provisions of the Race Relations Act 1976 to local authorities and the police and therefore requires local authorities consider their potential effects on minority groups due to their race and ensure they are not unfairly disadvantaged.
- Disability Discrimination Act 2005<sup>130</sup> - Requires local authorities to consider their potential effects on those with a disability and especially individuals that have long-term severe physical and/or mental disabilities.
- Equality Act, 2006 (Gender Equality)<sup>131</sup> – This Act affords protection to people's religion/beliefs, sexual orientation and gender/sex.

The outcomes of the Review of the Adopted Plan should facilitate the creation of a fairer and equal society. The use of equality impact assessment can help identify disadvantaged or vulnerable groups for the purposes of the Health Impact Assessment and seek to address

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<sup>129</sup> HM Government (2000) 'Race Relations (Amendment) Act 2000'. Available at: <https://www.legislation.gov.uk/ukpga/2000/34>, accessed 19.07.2022.

<sup>130</sup> HM Government (2005) 'Disability Discrimination Act 2005'. Available at: <https://www.legislation.gov.uk/ukpga/2005/13>, accessed 19.07.2022.

<sup>131</sup> HM Government (2006) 'Equality Act 2006'. Available at: <https://www.legislation.gov.uk/ukpga/2006/3>, accessed 19.07.2022.

health inequalities and prejudice. EqIA’s are fundamental to ensure a local authority does not enact policies and processes that cause/support systemic inequality, as such inequality only becomes harder to change with time and can be difficult to identify once embedded in an organisation.

An EqIA was undertaken for the adopted Local Plan. The EqIA is an iterative process that will be reviewed at each stage of the plan review process and updated accordingly. The process which will be repeated for each stage is set out below (Table I1), namely:

- Stage 1: Screening
- Stage 2: Scoping
- Stage 3: Consideration of Data and Information
- Stage 4: Assessing Likely Effects
- Stage 5: Reviewing the Likely Effects

**Table I1 The Equality Impact Assessment Process**

Stage	Explanation
<b>Stage 1: Screening</b>	Stage 1 requires the consideration of if an EqIA is required. The IIA is being carried out by a local authority (Chelmsford City Council), who are conducting a Review of their Adopted Local Plan. This review will result in updated policies and other amendments to the Adopted Local Plan that would then form the “revised” Local Plan. An EqIA is required to ensure the plan review process and any changes resulting from the Review of the Adopted Local Plan do not aid in the creation of inequality. Of key importance is the need for the EqIA to assess the following: <ul style="list-style-type: none"> <li>• Does the policy tackle discrimination, harassment or victimisation?</li> <li>• Does the policy promote equal opportunity?</li> <li>• Does the policy encourage good community relations?</li> </ul>
<b>Stage 2: Scoping the Assessment</b>	The potential effects that could result from the Review of the Adopted Local Plan were considered as part of the Issues and Options stage. These considerations have been taken forward in the detailed review of policies set out in the Local Plan Preferred Options.

<b>Stage 3: Consideration of data and information</b>	The baseline underpinning the IIA provides a comprehensive data source to draw from. This baseline, like the EqIA, is iterative and will evolve throughout the plan review process to keep it relevant and ensure it draws from a wide range of data sources.
<b>Stage 4: Assessment</b>	Assessment of the equality-related effects the policies within the Review of the Adopted Local Plan with potential mitigation measures.
<b>Stage 5: Reviewing and scrutinising the likely effects</b>	Establish a timetable for reviewing the EqIA and ensuring it is updated to reflect the changes that occur throughout the plan review process.

Tables I2, I3, I4, I5 and I6 present the results of the five stages identified above, the commentary reflecting the early stage of the plan review process and the consequent potential “high level” effects that the updating of the Review of the Adopted Local Plan could have.

**Table I2 Step 1: Screening**

<b>Key Questions</b>	<b>Commentary</b>
<b>What are you looking to achieve in this activity?</b>	The current Chelmsford Local Plan 2013-2036 was adopted in May 2020. Chelmsford City Council has a duty to review its Local Plan every five years to ensure it is up to date and is in the process of carrying out such a review. The Review of the Adopted Local Plan will be consulted on with the public and statutory consultees at every stage to ensure it reflects and incorporates all relevant information. The Review of the Adopted Local Plan will result in the creation of an updated Local Plan that will form the planning policies and direct development within Chelmsford.
<b>Who in the main will be affected?</b>	The Review of the Adopted Local Plan would affect all people living, working, visiting, passing through or engaging in business in Chelmsford and in surrounding local authorities.
<b>Does the activity have the potential to cause adverse impact or discriminate against different groups in the community?</b>	The Preferred Options stage of the plan review process is unlikely to have any direct or specific effects on any particular group of people or individuals. The policies and proposals of the Preferred Options Review of the Adopted Local Plan have been appraised, the results of which are set out below.
<b>Does the activity have potential to make a positive contribution to equalities?</b>	Chelmsford City Council is required to review its Local Plan taking account of national policies in order to shape the built environment of the Chelmsford City area. The creation of an updated Local Plan would have an affect on all peoples in and close to Chelmsford.

**Table I3 Step 2: Scoping the Assessment**

<b>Key Questions</b>	<b>Commentary</b>
<b>What is the overall aim, or purpose, of the function/policy/service?</b>	The aim of the report is to produce an updated Local Plan that will guide the evolution of built and natural environment of the Chelmsford City Area
<b>What outcomes do you want to achieve with this function/policy/service and for whom?</b>	To develop an updated Local Plan document that will shape the built environment of the Chelmsford City area and that is better able to address current social, economic and environmental issues.  The Preferred Options stage summarises information which determines what issues Chelmsford faces and the approach which seeks to rectify them, based on the Council's and public's opinion.
<b>Who in the main will be affected?</b>	All people living, working, visiting, or carrying out business, within the Local Plan area.
<b>Who defines or defined the function/policy/service?</b>	Chelmsford City Council is required to review its Local Plan to ensure it is up to date. A Government appointed Planning Inspector would determine if the updated Local Plan produced is legally compliant.
<b>Who implements the function/service/policy?</b>	Chelmsford City Council through the plan review process.
<b>What factors could contribute or detract from the outcomes identified earlier?</b>	Changes to national planning legislation/policy; updated Council priorities

**Table I4 Step 3: Consideration of data and information**

<b>Key Questions</b>	<b>Commentary</b>
<b>What do you already know about who uses the function/service/policy?</b>	The Local Plan is used by anyone seeking to develop within Chelmsford and affects all of its residents. The baseline provided within the Scoping IIA Report and the Issues and Options IIA Report uses a wide range of data sources to identify the characteristics of the Chelmsford City area.

<b>What consultation with service users has taken place on the function/ service/ policy and what were they key findings?</b>	Consultation will be carried out throughout the Local Plan consultation process. The Preferred Options stage (current stage) seeks to use information acquired from consultees to assist the review of the adopted Local Plan, and introduction of new approaches to meet the Council’s current priorities.
<b>What, if any, additional information is needed to assess the impact of the function/service/policy?</b>	Further consultation will be carried out at each step of the IIA process.
<b>How do you propose to gather the additional information?</b>	Consultation will be carried out in line with the Council’s published Statement of Community Involvement (SCI) and Corporate Consultation and Engagement Strategy. This will include information available on Chelmsford City Council’s website, ability to comment online and via e-mail or in writing, copies of the current stage of the Review of the Adopted Local Plan made available at key locations.

**Table I5 Step 4: Assessing the Likely Effects**

<b>Potential Inequality Area</b>	<b>Likely Effects</b>
<b>1. People of different genders (<i>Men/women/ identifying gender</i>)</b>	An updated Local Plan would not be discriminatory to this group. There is minimal capacity for the built environment to address gender inequalities. As the plan review process progresses, it will likely contain policies that aid in creating economic/employment opportunities and access to facilities such as housing, schools and shops that can be accessed fairly by all people.
<b>2. People of different races or ethnic groups (<i>Black, White, Asian, Mixed / Dual Heritage, Gypsy/Traveller etc.</i>)</b>	There is minimal capacity for the built environment to address racial/ethnic inequalities. As the plan review process progresses, it will likely contain policies that aid in creating economic/employment opportunities and access to facilities such as housing, schools and shops that can be accessed fairly by all people. It would also likely contain policies that aid in the creation of sustainable communities. CCC seeks to work with organisations that represent the interests of different groups; to ensure that consultation events are held at convenient times and in accessible locations; and to make the most of innovative techniques and technology. All CCC documents can be made available in paper format, large print and other languages (where possible). Local Plan documentation is also available for inspection at the Customer Service Centre (CSC) and information can be sent in the post on request.
<b>3. People with a form of mental or physical disability (both visible and invisible): e.g. <i>hearing impairments, visual impairments, speech difficulties, learning difficulties,</i></b>	The built environment can have a powerful effect on people with mental and physical disabilities. As the plan review process progresses, policies should be developed that ensure places are accessible for all people and helps to create accessible communities. It would also likely result in the creation of employment and housing opportunities and access to facilities such as schools and shops closer to disabled peoples’ homes.

<p><i>mobility difficulties, mental health problems, long-term ill health etc.</i></p>	<p>CCC seeks to work with organisations that represent the interests of different groups; to ensure that consultation events are held at convenient times and in accessible locations; and to make the most of innovative techniques and technology. All CCC documents can be made available in paper format, large print and other languages (where possible). Local Plan documentation is also available for inspection at the CSC and information can be sent in the post on request.</p>
<p><b>4. People of different age groups e.g. children, teenagers, young adults, middle-aged, or older people.</b></p>	<p>There is some capacity for the built environment to address age related inequalities. The future policies of the Local Plan would be better able to provide age-appropriate housing (primarily for older persons) in order to meet their needs. The creation of new housing and economic development could also aid younger people in finding a job and acquiring a home. Consultation and engagement will be open, inclusive, accessible and effective to all groups as required through the Adopted SCI and the Corporate Consultation and Engagement Strategy.</p>
<p><b>5. Lesbian, gay, bisexual, asexual or heterosexual people.</b></p>	<p>An updated Local Plan would not be discriminatory to this group. There is minimal capacity for the built environment to address sexual orientation inequalities.</p>
<p><b>6. People from different religious or belief groups e.g. Christian, Buddhist, Hindu, Jewish, Muslim, Sikh, Non-religious, or other beliefs, e.g. philosophical beliefs like humanists.</b></p>	<p>There is minimal capacity for the built environment to address belief based inequalities. CCC seeks to work with organisations that represent the interests of different groups; to ensure that consultation events are held at convenient times and in accessible locations; and to make the most of innovative techniques and technology. All CCC documents can be made available in paper format, large print and other languages (where possible). Local Plan documentation is also available for inspection at the CSC and information can be sent in the post on request.</p>
<p><b>7. People who have changed their gender or are in the process of doing so (i.e. transgender)</b></p>	<p>An updated Local Plan would not be discriminatory to this group. There is minimal capacity for the built environment to address transgender and transitioning inequalities.</p>
<p><b>8. Pregnant women or people who have just had a baby (Maternity/paternity can be defined as 26 weeks after giving birth, and includes consideration about breastfeeding). Only relevant to the requirement to have due regard to the need to eliminate discrimination)</b></p>	<p>There is minimal capacity for the built environment to address pregnancy based inequalities. It can aid in the creation of policies that see the creation of more health facilities and general accessibility improvements that could make the lives of pregnant people/early childcare easier (i.e. ramps that help pushchairs whilst also aiding those in a wheelchair).</p>
<p><b>9. Are there any other groups who could find it difficult to access or make use of the policy / function? For example: low income / people living in rural areas / single parents / carers and the cared for / past offenders / long-term</b></p>	<p>Those in full-time employment may find it hard to attend in-person events, and those on low incomes or in rural areas to potentially to view documents online. People who do not have strong English comprehension or a learning disability could also find it difficult to understand the often complex and lengthy Local Plan documents.</p>

<b>unemployed / housebound / history of domestic abuse / people who don't speak English as a first language / people without computer access etc.</b>	CCC seeks to work with organisations that represent the interests of different groups; to ensure that consultation events are held at convenient times and in accessible locations; and to make the most of innovative techniques and technology. All CCC documents can be made available in paper format, large print and other languages (where possible). Local Plan documentation is also available for inspection at the CSC and information can be sent in the post on request.
<b>10. Could this policy discriminate on the grounds of marriage or civil partnership?</b>	An updated Local Plan would not be discriminatory in this manner.
<b>11. Is there any potential negative impact which cannot be minimised or removed? If so, can it be justified? E.g. on the grounds of promoting equality of opportunity for another protected group.</b>	None identified at this stage.

**Table I6 Step 5: Reviewing and scrutinising the impact**

<b>Key Question</b>	<b>Commentary</b>
<b>What conclusions can you draw about any differential impact and how people are adversely or positively affected?</b>	The Review of the Adopted Local Plan will result in a City Area that will reflect, or be advancing towards, principles of sustainable development.
<b>What actions can you take to address any impacts identified?</b>	Ensure the public are adequately consulted throughout the plan review process.
<b>If no changes can be made, what reasons are there to justify this?</b>	N/A
<b>How might any of the changes, in relation to the adverse impact, have a further adverse effect on any other group?</b>	N/A
<b>Which decision-making process do these changes need to go through i.e. do they need to be approved by a Committee/Council?</b>	The Local Plan preparation and IIA stages are subject to Chelmsford Policy Board, Cabinet and Council scrutiny and approval as appropriate to the stage of the Plan.

**How will you continue to monitor the impact of the function/service/policy on diverse groups?**

Through continued consultation throughout the plan review process. The IIA process will ensure an updated Local Plan would have had its potential economic, social and environmental effects considered and refined to secure more sustainable outcomes.

**When will you review this equality impact assessment?**

At the next stage of the plan review process.

## **EqlA Appraisal of the Preferred Options Local Plan Review Policies and Proposals**

### **Baseline Information: Population and Community**

#### **Demographics**

As of 2021<sup>132</sup>, the Chelmsford City Area had a population of 181,500, an increase of 4.2% since 2011 (174,197) and 13.6% since the 2001 Census when the population stood at 157,072. Approximately half of Chelmsford’s population resides in the Chelmsford Urban Area and South Woodham Ferrers. Of the total resident population, 49.0% are male and 51.0% female.

The over 65's account for some 19.4% of the population, compared to 18.6% in England.

Chelmsford is the fourth most populated authority district in the East of England, with only the local authority areas of East Suffolk, Colchester and Basildon being more populated<sup>133</sup>.

<sup>132</sup> <https://www.ons.gov.uk/visualisations/customprofiles/build/>

<sup>133</sup> LG Inform (2020), Total resident population (2020) for All local authority districts East. Available at: Total resident population in Chelmsford | LG Inform (local.gov.uk)

## **Diversity**

### *Ethnicity*

Using The Office for National Statistics' (ONS) category descriptions<sup>134</sup>, the population of Chelmsford is predominantly White (88.5% of the population) with the second largest ethnic group being Asian/Asian British (5.3%, [9.6% in England]), followed by Black (2.6% [4.2% in England]) followed by mixed/multiple ethnic groups (2.6% [3.0% in England]).

### *Religious Belief*

Christianity is the predominant religion in Chelmsford (48.0%) similar to the England figure (46.3%), followed by Muslim (2.0%), compared to England (6.7%). Those with no religion was 41.2%, compared to 36.7% for England.

### *Civil Partnerships, Marriage and Sexual Orientation*

For the Chelmsford population, aged 16 or over, in the 2021 Census, 34.0% are single (never married) [37.9% in England], 49.1% are married or in a civil partnership [44.7% in England], 0.2% are in a registered same-sex civil partnership, 3.4% are separated (but still legally married or in a registered same-sex civil partnership), 9.6% are divorced or dissolved civil partnership [9.1% for England] and 6.0% are widowed or surviving civil partnership partner [6.1% in England].<sup>135</sup>

### *Gypsy, Travellers and Travelling Showpeople*

There are two main longstanding publicly funded Travelling Showpeople sites in the Chelmsford City Area which provide 22 pitches in total with capacity for 44 caravans, 92 authorised private Traveller caravans and 47 authorised private Travelling Showpeople caravans<sup>136</sup>.

## **Deprivation**

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<sup>134</sup> ONS (2022) [How life has changed in Chelmsford: Census 2021 \(ons.gov.uk\)](https://ons.gov.uk)

<sup>135</sup> ONS (2022) [Build a custom area profile - Census 2021, ONS](https://ons.gov.uk)

<sup>136</sup> Department for Levelling Up, Housing and Communities (2021) Traveller caravan count: July 2021. Available at: <https://www.gov.uk/government/statistics/traveller-caravan-count-july-2021>

The English Index of Multiple Deprivation (IMD) measures relative levels of deprivation in small areas of England called Lower Layer Super Output Areas (LSOA). Deprivation refers to an unmet need, which is caused by a lack of resources including for areas such as income, employment, health, education, skills, training, crime, access to housing and services, and living environment.

The 2015 IMD ranked the Chelmsford City Area 253<sup>rd</sup> out of 317 local authorities (where a rank of 1 is the most deprived in the country and a rank of 326 is the least deprived) placing Chelmsford in the top 20% least deprived local authority areas nationally<sup>137</sup>.

By 2019, the City Area had continued to improve on the whole, scoring 260<sup>th</sup> out of 317 local authorities<sup>138</sup>. Chelmsford performs particularly well in respect of crime, employment and health and disability with the local authority area being within the 20% least deprived nationally for these domains. However, there are pockets of deprivation across the Chelmsford City Area with some LSOAs, such as those within the wards of Marconi, Patching Hall and St Andrews, being within the most deprived in the country and this remained the case in 2019.

### **Housing**

In December 2023 the average house price for all properties in Chelmsford was £372,048 compared to England: £302,164<sup>139</sup>. House prices for the following types of property in Chelmsford were as follows:

- detached: £658,140
- semi-detached: £410,501
- terraced: £319,255
- flats: £216,093

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<sup>137</sup> DCLG (2019) *English indices of deprivation*. Available at: <https://www.gov.uk/government/collections/english-indices-of-deprivation> .

<sup>138</sup> Indices of Deprivation 2015 and 2019. Available at: [http://dclgapps.communities.gov.uk/imd/iod\\_index.html#](http://dclgapps.communities.gov.uk/imd/iod_index.html#).

<sup>139</sup> Land Registry (2023) Land registry UK House Price Index. Available at: [UK House Price Index \(data.gov.uk\)](https://www.landregistry.gov.uk/house-prices/)

Housing affordability in the Chelmsford City Area, as in other areas of the County and Country, is a significant issue. Responding to this issue, the Chelmsford Housing Strategy<sup>140</sup> recognises that Chelmsford faces a housing crisis (the City Council made that declaration on 22 February 2022) including in respect of:

- ever-growing numbers of Chelmsford residents (no longer just young people) being unable to afford to buy or rent privately a property that meets their needs;
- over 450 families and individuals being homeless, with more likely due to the general rising cost of living, requiring the City Council to provide expensive and often unsuitable temporary accommodation; and
- a growing need for various kinds of specialised housing that, along with all affordable housing, is in very short supply.

The strategic priorities identified in the Housing Strategy are:

7. Increasing the supply of affordable homes with a focus on larger units
8. Increasing the supply of affordable homes from the existing housing stock
9. Supporting landlords and tenants of privately rented homes
10. Enabling the right supply of specialist housing to meet local need
11. Developing effective partnerships
12. Monitoring trends and performance to inform future actions

### **Baseline Information: Economy**

The Council's Economic Strategy (2017)<sup>141</sup> provides an overview of the economy of the Chelmsford City Area. It highlights that Chelmsford has been a major driver of growth within the Heart of Essex sub-region, which comprises the local authority areas of

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<sup>140</sup> Chelmsford City Council (March 2022) Chelmsford Housing Strategy, 2022 – 2027 at: <https://www.chelmsford.gov.uk/media/fzeis02v/chelmsford-housing-strategy-2022-to-2027.pdf>

<sup>141</sup> Chelmsford City Council (2017) *Chelmsford Economic Strategy*. Available at: [A3 Chelmsford Economic Strategy](#)

Chelmsford, Brentwood and Maldon. The City contributes over £3 billion per year to the Essex economy through some 83,000 jobs and 8,715 businesses, with particular strengths in the financial and business services sectors, research and development, and advanced manufacturing. The Council's Employment Land Review<sup>142</sup> provides an overview of the economy of the Chelmsford City Area. The report highlights the size of the office market and the prominence of Chelmsford City Centre, connections to Central London but a lack of good quality office accommodation coupled with a lack of recent office development and the need for flexibility as a result of new hybrid working patterns. The report identifies that the industrial market has remained buoyant and active, with demand currently outperforming the existing supply of available industrial space. Despite this increase in demand, Chelmsford is not likely to become a sizeable logistics or industrial hub like other neighbouring authorities over the course of the next 5 years. The demand seen for industrial premises in Chelmsford is primarily for small to medium sized units (up to 5,000 sq.m) that aim to fulfil indigenous industrial needs, as opposed to larger scale distribution floorspace.

The Chelmsford City Council Authority Monitoring Report (2022-2023)<sup>143</sup> notes that: some 79.2% (92,400) of the population within the Chelmsford City Administrative area are economically active. Of the 92,400 Chelmsford residents who are economically active, 89,500 (76.5%) are in employment. This is 0.9% higher than the national average. The largest employment sectors in Chelmsford are human health and social work activities (16,000 people are employed within this sector), wholesale retail trade (13,000), education (9,000), professional, scientific and technical activities (7,000) and administrative and support services (7,000). The average gross weekly earning of a full-time worker in the Chelmsford administrative area is £689.90. This is 3.3% higher than the current East of England average.

New employment space has been consistently allocated through the Local Plan process. The City Centre has an office floorspace stock of approximately 4.7m sqft (437,000sqm), the largest stock anywhere in Essex<sup>144</sup> and it is recognised that the future growth of Chelmsford's economy will be dependent upon the provision of high quality development opportunities, including high quality office space and industrial unit space, in order to attract new investors.

There is a significant amount of business activity taking place within the parishes and rural areas of the Chelmsford City Area.

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<sup>142</sup> Chelmsford City Council (December 2023) Employment Land Review available at: [econ002-chelmsford-city-council-employment-land-review-2023.pdf](#)

<sup>143</sup> Chelmsford City Council (December 2023) Annual Monitoring Report available at: [AMR 2022-2023.cdr \(chelmsford.gov.uk\)](#)

<sup>144</sup> Chelmsford City Council (December 2023) Employment Land Review available at: [econ002-chelmsford-city-council-employment-land-review-2023.pdf](#)

**Skills and Education**

Skills levels in Chelmsford are above the national and local average, with some 82% of residents having a recognised qualification (NVQ Level 1 and above) and 33.9% of the population are educated to NVQ Level 4 or higher<sup>145</sup>. As a result, many Chelmsford residents are engaged in higher level occupations, with nearly half working in managerial, professional and technical roles, which is higher than regional and national averages. Conversely, employment in process plant, machine operative and elementary occupations is lower than regional and national averages.

Chelmsford is home to Anglia Ruskin University, one of the fastest growing universities in the UK. Chelmsford also hosts ARU Writtle, which delivers land-based degrees. Both campuses provide a range of research and consultancy services to businesses, working in partnership to add value to their business and are therefore important drivers of the local economy. In addition, Chelmsford College is developing its specialism in engineering, science and technology.

Essex County Council provides updated figures on the school places demand within the Chelmsford City Area in its 10 Year Plan – Meeting the demand for school places in Essex 2024-2033<sup>146</sup>. There is a need for new schools or the expansion of existing schools in order to meet the future demand for school places associated with population growth, at all levels, across the Chelmsford City Area which will be met through proposed new school proposals identified in the Local Plan, particularly associated with new communities.

**Community Facilities and Services**

Larger services such as schools and health facilities are predominantly focused within the two main urban areas of Chelmsford and South Woodham Ferrers. There is a high concentration of services and facilities within Chelmsford City Centre with a more limited range available at the five Principal Neighbourhood Centres which are Beaulieu, Chelmer Village, Gloucester Avenue, The Vineyards and Newlands Spring. In the rural areas beyond the Green Belt, the settlements of Bicknacre, Boreham, Broomfield, Danbury and Great Leighs have access to a good range of facilities and are located on important public transport corridors. These services may include primary schools, local employment opportunities, shops, community facilities, good public transport links, surgeries and green spaces. Other rural settlements have a more limited range of facilities and public transport services.

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<sup>145</sup> ONS (2021) Census Data [Build a custom area profile - Census 2021, ONS](#)

<sup>146</sup> <https://www.essex.gov.uk/sites/default/files/2024-01/School%20organisation%2010%20Year%20Plan%202024%20to%202033%20-%2030.01.24.pdf>

Chelmsford has a strong retail sector led by the City Centre. Chelmsford performs well against other towns in the sub-region<sup>147</sup> and is attractive to new investors given its socio-economic and demographic composition. This will continue to be a strong sector in Chelmsford and important to the local economy. The Retail Study update confirms that current allocations for comparison shopping in the City will meet future demand although there is evidence of reducing market shares across Chelmsford's main centres.

### **Summary of Sustainability Issues and Requirements**

- The need to enable housing growth, using the standard method to identify the minimum number of homes to be planned for and planning for a mix of accommodation to suit all household types.
- The need to make best use and improve the quality of the existing housing stock.
- The need to support the delivery of independent living housing for older people and people with disabilities.
- The need to deliver a range of employment sites to support economic growth.
- The need to ensure a flexible supply of land for employment development.
- The need to address the surplus of unsuitable office space in the City Centre.
- The need to support economic development in the rural areas of Chelmsford.
- The need to support the growth of new sectors linked to the growth of Anglia Ruskin University, such as medical technologies.
- The need to raise incomes and especially for those whose incomes are in the lowest quartile.
- The need to reduce out-commuting to London for work by encouraging businesses to invest and set up within Chelmsford.
- The need to tackle pockets of deprivation that exist in the area.

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<sup>147</sup> Chelmsford City Council (2023) Retail Capacity Study Update. Available at: [retail-capacity-study-update-july-23.pdf \(chelmsford.gov.uk\)](#)

- The need to maintain and raise educational attainment and skills in the local labour force.
- The need to maintain and enhance the vitality of the City Centre and South Woodham Ferrers as well as the area’s larger villages.
- The need to strengthen the convenience shopping role in Chelmsford City Centre and ensure that the neighbourhood and local centres continue to perform a strong convenience goods role which serves local needs.
- The need to address forecast deficits in, in particular, school places and early years and childcare provision.
- The need to support the City Area's educational establishments including Anglia Ruskin University and Writtle University College.
- The need to safeguard existing community facilities and services and ensure the timely delivery of new facilities to meet needs arising from new development.
- The need to safeguard the identity of existing communities.
- The need to safeguard and maintain and enhance access to cultural and community facilities which benefit and support sustainable communities.

**Methodology**

The Preferred Options Local Plan document has been reviewed to consider the likely impacts of the preferred policies and the site allocations on each of the nine protected characteristics from the Equality Act 2010 listed above. For each protected characteristic, consideration has been given to whether the options considered for inclusion in the Local Plan are compatible or incompatible with the three main duties set out in the Equality Act 2010.

A colour coded scoring system has been used to show the effects that the Local Plan Preferred Options document is likely to have on each protected characteristics, as shown below.

+	<b>Positive Effect</b>	?	<b>Uncertain Effect</b>	n/a	<b>No relationship</b>	-	<b>Negative Effect</b>
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Note that the criteria applied to the appraisal of site options as part of the EqIA differ from the criteria applied to the appraisal of sites as part of the Sustainability Appraisal in the main IIA Report; therefore the effects identified are not equivalent between the two assessments.

**EqlA Findings**

The detailed findings of the EqlA of the Strategic Policies in the Preferred Options Local Plan are set out in **Tables I.7 – I25**

The Strategic Policies do not directly affect a number of the protected characteristics considered under the EqlA, reflecting the intention and scope of the plan as a land use document. All of the Strategic Policies and Site Allocations are assessed as having either a positive, mixed or neutral outcome in respect of the protected characteristics; consequently, the Preferred Options Local Plan document is considered to be generally compatible with the duties of the Equality Act 2010.

In respect of gender reassignment, marriage and civil partnership, sex and sexual orientation, there are no identified effects including policy options or site options that are considered to have a direct effect on these four protected characteristics. For the remaining five protected characteristics – age, disability, religion or belief, pregnancy and maternity and race - the options considered as part of the Local Plan: Preferred Options document are likely to have some positive effects as follows:

- Policies which seek to provide and enhance community services and facilities will benefit the young, old and those with accessibility issues such as the disabled and pregnant women (Strategic Policies S1, S5, S9, S12, S14).
- The provision of accessible greenspace and enhancement of accessibility (Strategic Policies (S1, S2, S4, S5) is likely to directly benefit those with relatively limited accessibility).
- Those vulnerable to air pollution (the young, old and pregnant women) are also likely to directly benefit from the provision of more open space which is accessible, as well as improvements in air quality as a result of a modal shift in transport use, notably through the provision of walking and cycling routes and electrical vehicle charging infrastructure (Strategic Policies S1, S2, S5, S9, S12, S14).
- The provision of high quality community infrastructure, including meeting spaces, is likely to benefit those vulnerable to social isolation (notably the elderly, the disabled and pregnant women) through offering opportunities for socialising in accessible places (Strategic Policies S1, S5, S7, S9, S10, S12)
- The provision of a wide range of housing types and affordable options (Policy S6 requires the provision of housing that is good quality) will help to ensure greater equality of access, meeting the needs of specific groups, notably the elderly, disabled and young).
- The proposed spatial distribution of development is likely to result in overall positive effects for protected groups (and no identified negative effects). These positive effects are likely to be concentrated in the Chelmsford Urban area reflecting the opportunities to

meet the specific accessibility demands such as those of the elderly and young, extending existing facilities. In addition, those requiring access to specific community facilities (such as faith groups) which, by virtue of their specialist nature, are of a limited number and can be best located in a central location and extend existing facilities where appropriate. The extent to which guiding development towards the urban area will benefit other protected groups is not clear at this stage and could be subject to further research.

- Large-scale development such as those proposed at North Chelmsford and South East Chelmsford are likely to have positive effects reflecting their aspirations for a degree of self-containment, providing services and facilities to meet the needs of residents and potentially those living further afield. Whilst in the longer term the immediate needs of certain protected groups are likely to be met through the provision of basic services such retail and medical provision, community meeting places and green infrastructure provision, there are likely to be uncertainties across all protected groups as to the extent to which needs can be fulfilled either directly or not entailing challenging or unsustainable travel arrangements. This reflects the proposed degree of ‘self-containment’ that such a community can provide and the testing of this both in principle and in practice as the community evolves. The phasing of development is likely to be critical in ensuring that groups are not put at undue disadvantage in the early stages of development in respect of the provision of basic services.

**Likely effects of the Local Plan Preferred Options policies and proposals in relation to the nine ‘protected characteristics’**

Key:

+	Positive Effect	?	Uncertain Effect	n/a	No relationship	-	Negative Effect
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**Table I7 EqlA Assessment of Strategic Policy S1 Spatial Principles**

<p><b>Strategic Policy S1 Spatial Principles</b></p> <p>The Council will require all new development to accord with the following Spatial Principles where relevant:</p> <ul style="list-style-type: none"> <li>a) Locate development at well-connected and sustainable locations</li> <li>b) Protect the Green Belt from inappropriate development</li> <li>c) Promote the use of suitable previously developed land for development</li> </ul>
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<p>d) Continue the renewal and enhance the vitality of Chelmsford City Centre and its Urban Area</p> <p>e) Focus development at the higher order settlements outside the Green Belt and respect the existing development pattern and hierarchy of other settlements</p> <p>f) Respect the character and appearance of landscapes and the built environment, and preserve or enhance the historic and natural environment and biodiversity</p> <p>g) Locate development to avoid or manage flood risk and reduce carbon emissions</p> <p>h) Ensure development is served by necessary infrastructure and encourage innovation</p> <p>i) Locate development to utilise existing and planned infrastructure effectively.</p> <p>j) Ensure development is deliverable.</p>									
Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	+	+	n/a	n/a	+	n/a	n/a	n/a	n/a
<p>Commentary</p> <p>Certain groups in the City Council area are likely to be particularly vulnerable to air pollution, including children, older people, pregnant women and people with cardiovascular and/or respiratory illnesses. Positive effects are expected for this policy in relation to age, disability, and pregnancy and maternity, reflecting the overarching aspirations for the creation of compact development which is well-serviced and incorporates measures for the protection and enhancement of green infrastructure.</p>									

**Table I8      EqIA of Strategic Policy S2 Addressing Climate Change and Flood Risk**

<p><b>Strategic Policy S2 Addressing Climate Change and Flood Risk</b></p> <p>The Council, through its planning policies and proposals that shape future development, will seek to mitigate and adapt to climate change. In addressing the move to a net zero carbon future for Chelmsford, the Council will seek new development that:</p> <ul style="list-style-type: none"> <li>• Reduces greenhouse gas emissions</li> <li>• Results in net zero carbon emissions and exceeds Building Regulations Parts F and L in accordance with Policy DM31</li> <li>• Promotes the efficient use of natural resources such as water</li> <li>• Reduces the need to travel and provides for active and sustainable transport modes</li> <li>• Provides opportunities for renewable and low carbon energy technologies and schemes</li> <li>• Provides opportunities for decentralised energy and heating systems</li> <li>• Encourages design and construction techniques which contribute to climate change mitigation and adaptation</li> <li>• Minimises impact on flooding and over-heating</li> <li>• Protects and provides opportunities for well-connected multifunctional green and blue infrastructure including city greening, woodland creation, tree planting, and new habitat creation.</li> </ul>
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The Council will require that all development is safe, taking into account the expected life span of the development, from all types of flooding and appropriate mitigation measures are identified, secured and implemented. New development should not worsen flood risk elsewhere.									
Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	+	+	n/a	n/a	+	n/a	n/a	n/a	n/a
<p>Commentary</p> <p>Certain groups in the City Council area are likely to be particularly vulnerable to the effects of climate change such as higher average temperatures and extreme weather events, including children, older people, pregnant women and people with cardiovascular and/or respiratory illnesses. Positive effects are expected for this policy in relation to age, disability, and pregnancy and maternity, reflecting the overarching aspirations for the creation of compact development which is well-serviced and incorporates measures for the protection and enhancement of green infrastructure.</p>									

**Table I9      EqIA of Strategic Policy S14 Health and Wellbeing**

<p><b>Strategic Policy S14 Health and Wellbeing</b></p> <p>The Council is committed to improving the health and wellbeing of our residents and communities, promoting more active and healthier lifestyles, creating healthy living environments and reducing health inequalities through high-quality placemaking. The Council will achieve this by ensuring that new development:</p> <ul style="list-style-type: none"> <li>• Contributes towards the strategic priorities of the Chelmsford Health and Wellbeing Plan to help reduce inequalities including health</li> <li>• Has good access to services and facilities to support daily life and provide for the needs of their communities including education, employment, retail, public transport, healthcare, social, community and greenspace</li> <li>• Is well designed to create safe, inclusive and accessible places for all users and encourage social interaction and wellbeing</li> <li>• Creates opportunities for healthy and active lifestyles including access to and the provision of new multifunctional green and blue infrastructure, spaces for play, recreation and sports, and better active travel including provision for safe and attractive pedestrian and cycle routes</li> <li>• Provides good quality housing both externally and internally, to provide a healthy living environment</li> <li>• Supports the provision of cultural infrastructure and public art to create a sense of place and identity</li> <li>• Is climate resilient and as sustainable and energy efficient as possible to promote healthy environments</li> <li>• Provides opportunities for access to nature to support mental health wellbeing</li> <li>• Provides appropriate mitigation to avoid harmful health impacts/emissions.</li> </ul> <p>In addition to the above, all new strategic scale residential development (defined as development for 100 or more units) will be required to demonstrate how they have considered the following in their place making objectives:</p> <ul style="list-style-type: none"> <li>• Opportunities for community involvement in the long-term management and stewardship of the new development</li> <li>• Opportunities for growing food such as allotments, community gardens and orchards to improve access to local healthy food</li> <li>• Creation of walkable neighbourhoods to support people to live healthy lifestyles</li> </ul>
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<ul style="list-style-type: none"> <li>• Livewell Development Accreditation Scheme</li> <li>• Creation of a physical environment where people have the resilience to cope with life’s changes such as a dementia-friendly environment</li> <li>• Incorporation of local and National Design Guide Active Design principles</li> <li>• Provision of a mix of uses on site that support daily life including education, employment, retail, public transport, healthcare, social, community and greenspace</li> <li>• Opportunities to make a significant positive contribution to health and wellbeing.</li> </ul> <p>For large scale development (defined as residential development of 50 or more units and non-residential development in excess of 1,000 sqm) a Health Impact Assessment will be required to assess the likely positive and negative impacts on the health of different groups in the population and on existing health services and facilities. The assessment should include recommendations on how positive health impacts could be maximised and negative impacts on health and inequalities avoided or mitigated. The Council will require Health Impact Assessments to be prepared having regard to the most up to date advice and best practice for such assessments. Where significant impacts are identified, planning permission will be refused unless measures to meet the health service requirements of the development are mitigated.</p> <p>Developments which will have an unacceptable significant adverse impact on health and wellbeing which cannot be mitigated, or that fail to offer reasonable provisions, will be refused.</p>									
Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	+	+	+	+	+	+	+	+	+
<p>Commentary</p> <p>Certain groups in the City Council area are likely have specific requirements in respect of health and well-being, including children, older people and pregnant women. Positive effects are expected for this policy in relation to age, disability, and pregnancy and maternity, reflecting the overarching aspirations for the creation of compact development which is well-served and incorporates measures for the protection and enhancement of green infrastructure and addresses issues such as poor air quality. Equally, all identified groups are likely to benefit, either directly or indirectly, from this wide-ranging policy which encourages health and well-being in its widest sense.</p>									

**Table I10 EqlA of Strategic Policy S15 Creating Successful Places**

<p><b>Strategic Policy S15 Creating Successful Places</b></p> <p><b>Development that is designed to be attractive, high quality, accessible, inclusive and safe will be supported.</b></p> <p><u>Reasoned Justification</u></p> <p>High quality design of new development is essential to making places more attractive, sustainable, safe and accessible, and should be at the heart of every development. New development is not only about the buildings, but how they fit together, the spaces between them, and how the development is experienced. This sense of place does not arise by accident, but by careful application of all aspects of high quality, beauty and sustainability. Good design can also help to mitigate the impacts of climate change, promote healthier lifestyles and build a sense of civic pride.</p> <p>Masterplans will be required for Strategic Growth Sites, and they may also be appropriate for constrained or sensitive sites. Masterplans are separate from the planning application process. An approved masterplan must be in place for the relevant site prior to the submission of any planning application, and should set out the development principles and supporting evidence. The use of planning briefs or design coding may be required for smaller sites to provide a framework for development and clear guidance for design requirements.</p>
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Development proposals should also have regard to the National Design Guide and National Model Design Code (September 2019) which offers general guidance on achieving high quality places and spaces. In addition, regard should be had to the Council's Making Places SPD (January 2021). Making Places offers detailed guidance on achieving the required policy standards within the Local Plan and sets out local design guidance relevant to Chelmsford – in particular for the natural environment, movement, public spaces, built environment, sustainable design and construction, and adaptable buildings.

The Council encourages developments to be inclusive to accommodate all users, placing people at the heart of the design process..Development is not only about creating a successful new place, but also securing its long-term future. New large Strategic Growth Sites should have long-term place keeping arrangements which involve community engagement and involvement in the management and enhancement of public spaces and community assets so residents are at the heart of the community, alongside developer commitment to creating and maintaining a legacy for future generations.

Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	+	+	?	?	+	+	+	+	?

Commentary

The following groups have been identified as benefitting from this Strategic Policy through the protection and provision of community facilities which are meeting their needs in diverse and specialised ways: age, disability, pregnancy/maternity, race, religion and sex. Other protected groups could also benefit but these effects are not clear at this stage and could be subject to further research.

**Table I11 EqlA of Strategic Policy S3 Conserving and Enhancing the Historic Environment**

<b>Strategic Policy S3 Conserving and Enhancing the Historic Environment</b>
<p>The Council will conserve and where appropriate enhance the historic environment recognising the positive contribution it makes to the character and distinctiveness of Chelmsford through the diversity and quality of heritage assets. This includes wider social, cultural, economic and environmental benefits.</p> <p>The Council will designate and keep under review Conservation Areas in order to preserve or enhance their special architectural or historic interest with an emphasis on retaining and where appropriate improving the buildings and/or features that make a positive contribution to their character or appearance.</p> <p>The Council will conserve or enhance the significance (including any contribution made by its setting) of Listed Buildings, Scheduled Monuments and Registered Parks and Gardens with an emphasis on preserving and where appropriate enriching the social, cultural, economic and environmental benefits that these heritage assets provide.</p>

<p>The Council will seek the protection, conservation, and where appropriate and important to their significance, re-use and/or enhancement of historic places and sites on the Heritage at Risk Register and the local buildings at risk register.</p> <p>When assessing applications for development, the Council will place great weight on the preservation or enhancement of designated heritage assets and their setting. The Council will encourage applicants to put heritage assets to viable and appropriate use, to secure their future preservation and where appropriate enhancement, as appropriate to their significance. Policy DM13 sets out how the Council will consider proposals affecting the different types of designated heritage assets and their significance.</p> <p>The Council will seek to conserve and where appropriate enhance the significance of non-designated heritage assets and their settings, which includes buildings, structures, features, gardens of local interest and protected lanes. Policy DM14 sets out the Council's approach to the protection and retention of these assets. Chelmsford contains a number of sites of archaeological importance. As set out in Policy DM15, the Council will seek the preservation and where appropriate enhancement of sites and their setting of archaeological interest.</p>									
Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<p>Commentary</p> <p>No relationships between affected groups and the Strategic Objective have been identified.</p>									

**Table I12      EqIA of Strategic Policy S4 Conserving and Enhancing the Natural Environment**

<p><b>Strategic Policy S4 Conserving and Enhancing the Natural Environment</b></p> <p>The Council is committed to the conservation and enhancement of the natural environment through the protection of designated sites and species, whilst planning positively for biodiversity networks and minimising pollution.</p> <p>The Council will plan for a well-connected multifunctional network of green and blue infrastructure which protects, enhances and restores ecosystems and allows nature recovery across the Council's area. The garden community developments will be required to deliver 20% Biodiversity Net Gain, other qualifying new development will be required to deliver a minimum 10% Biodiversity Net Gain. The needs and potential of biodiversity will be considered together with those of natural, historic and farming landscapes, the promotion of health and wellbeing, sustainable travel, water management including water resources, and climate change adaptation.</p> <p>The Council will ensure that new development does not contribute to water pollution and, where possible, enhances water quality, and demonstrates the advancement of biodiversity and amenity interests through the provision of a range of greenspaces. Management, mitigation and compensation measures will be secured through planning conditions/obligations where necessary.</p> <p>The Council will ensure that, where appropriate, new development seeks to improve water-related biodiversity taking account of Water Framework Directive objectives and River Basin Management Plan actions.</p> <p>The Council will seek to minimise the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) to major new development.</p>
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Contributions from qualifying residential developments within the Zones of Influence, as defined in the adopted Essex Recreational disturbance Avoidance and Mitigation Strategy (RAMS), will be secured towards mitigation measures identified in the RAMS.									
Where appropriate, contributions from proposed residential developments will be secured towards recreational mitigation measures at Hatfield Forest Site of Special Scientific Interest (SSSI) and National Nature Reserve (NNR).									
Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<p>Commentary</p> <p>No relationships between affected groups and the Strategic Objective have been identified.</p>									

**Table I13 EqlA of Strategic Policy S5 Protecting and Enhancing Community Assets**

<p><b>Strategic Policy S5 Protecting and Enhancing Community Assets</b></p> <p>The Council recognises the important role that community facilities have in existing communities including health, education, social, sports and leisure, parks and green spaces, arts and cultural facilities. They are also an integral part of any proposals for new residential and employment development. New or extended facilities will be accessible to the communities they serve and by a range of active and sustainable transport. They will be secured by a range of funding measures including planning obligations, Community Infrastructure Levy (CIL), and/or its successor, and other relevant funding streams. Existing community assets will also be protected from inappropriate changes of use or redevelopment.</p>									
Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	+	+	?	?	+	+	+	+	?
<p>Commentary</p> <p>The following groups have been identified as benefitting from this Strategic Policy through the protection and provision of community facilities which are meeting their needs in diverse and specialised ways: age, disability, pregnancy/maternity, race, religion and sex. Other protected groups could also benefit but these effects are not clear at this stage and could be subject to further research.</p>									

**Table I14 EqlA of Strategic Policy S6 Housing and Employment Requirements**

<b>Strategic Policy S6 Housing and Employment Requirements</b>									
<p>The Council will make provision for the following new development requirements:</p> <p>A. HOUSING</p> <p>In order to meet the assessed housing need calculated using the Standard Method, provision is made for a minimum of 19,000 net new homes at an average annual rate of 1,000 net new homes per year.</p> <p>In order to meet identified need, a total of between 36 and 77 permanent pitches for Gypsies and Travellers for the period 2023-2041 will be provided.</p> <p>In order to meet identified need, a total of 25 permanent plots will be provided for Travelling Showpeople as defined by national planning policy in the period 2023-2041.</p> <p>B. EMPLOYMENT</p> <p>In order to meet the forecast economic growth needs and employment space requirements, the Local Plan allocates development sites to accommodate a minimum of 205,66 sqm of new employment business floorspace (Use Classes E(g)(i-iii), B2 andB8) in addition to existing commitments over the Plan period.</p>									
Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	+	+	n/a	n/a	n/a	n/a	n/a	+	n/a
<p>Commentary</p> <p>The provision of a significant tranche of new housing, employment and retail space will provide opportunities for securing appropriate accommodation and employment to meet the needs of specific groups. The clearest beneficiaries in this respect are the old and young, those with disabilities, and women, all of whom might be disadvantaged in the housing market and in finding appropriate employment. The provision of such opportunities will need to be matched with specific interventions such as training schemes and shared property ownership, acknowledging that both are outside the immediate scope of the planning system.</p>									

**Table I15 EqlA of Strategic Policy S7 Spatial Strategy**

<b>Strategic Policy S7 Spatial Strategy</b>
<p>The Spatial Strategy applies the Spatial Principles to focus new housing and employment growth to the most sustainable locations by making the best use of previously developed land in Chelmsford Urban Area; new garden communities to the north east and east of Chelmsford; sustainable urban extensions around Chelmsford and South Woodham Ferrers; expansion of existing employment sites; and development around Key Service and Service Settlements outside the Green Belt in accordance with the Settlement Hierarchy.</p> <p>In addition, at any of the Settlement categories, new growth sites which are in accordance with the Local Plan Spatial Principles and Strategic Policies can be allocated through relevant Neighbourhood Plans.</p>

New development allocations will be focused on the three Growth Areas of Central and Urban Chelmsford, North Chelmsford, and South and East Chelmsford using the distribution set out in the Key Diagram (Figure 14), Policies Map, and the table below:

Development allocations to 2041	New Homes	Traveller Pitches	Travelling Showpeople Plots	Net New Employment Floorspace
Growth Area 1 – Central and Urban Chelmsford	4,228		5	9,000sqm
Growth Area 2 – North Chelmsford	7,842	10	15	64,446sqm
Growth Area 3 – South and East Chelmsford	4,469	20	5	87,200sqm
Total Local Plan Allocations	16,539	30	25	162,646sqm
Windfall Allowance 2026-2041	1,461			
<b>TOTAL</b>	<b>18,000</b>	<b>30</b>	<b>25</b>	<b>162,646sqm</b>

There will also be opportunities for Exception Sites providing affordable homes to meet identified local needs in some locations where there are policies of constraint.

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

New employment growth will be delivered as part of mixed used development on appropriate previously developed sites in Chelmsford Urban Area. Strategic employment growth is directed to strategic site allocations at North East Chelmsford (Chelmsford Garden Community), a new garden community to the east of Chelmsford (Hammonds Farm), Land adjacent to A12 Junction 18, East Chelmsford, and as extensions to Little Boyton Hall Farm Rural Employment Area and Waltham Road Employment Area.

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

New development will be delivered in a manner that ensures the timely provision of necessary supporting infrastructure. Strategic Growth Sites will be delivered in accordance with masterplans to be approved by the Council.

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

Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	+	+	n/a	n/a	n/a	+	n/a	+	n/a

Commentary: The spatial division of the proposed housing and employment will help to ensure that the needs of specific groups (the young, old, women, travellers) are met through additional choice in respect of where they might choose to live and work, prompted, for example, by family connections. The extent to which such needs and wants are fulfilled in practice is a matter for separate, ongoing monitoring and review.

**Table I16 EqlA of Strategic Policy S8 Delivering Economic Growth**

<b>Strategic Policy S8 Delivering Economic Growth</b>									
<p>The Council will make provision for flexible and market-responsive allocations of employment land to enable balanced job and housing growth and to allow further diversification of Chelmsford's economy, in particular nurturing and growing the construction, clean energy, advanced manufacturing and engineering, digi-tech, life sciences, and health and care, and professional and support sectors. The Council will encourage links between business and the significant education sector in Chelmsford, in particular the role of the Anglia Ruskin University as a major economic catalyst for economic growth. The Council will seek to improve local skills and access to employment opportunities through Employment and Skills Plans. In determining planning applications for delivering economic growth the Council will assess development proposals against the following principles:</p> <ul style="list-style-type: none"> <li>• Priority will be given to the use of previously developed land in sustainable locations and also focusing new employment at locations well-served by existing or planned public transport provision</li> <li>• Existing Employment Areas and Rural Employment Areas identified on the Policies Map will be safeguarded for employment uses, unless it can be demonstrated that there is no reasonable prospect of the allocated employment area being used for that purpose</li> <li>• Support will be given to the sustainable growth and expansion of rural businesses</li> <li>• Chelmsford City Centre and sites allocated for employment are the appropriate locations for large new office (E(g)(i)) development and research and development (E(g)(ii))</li> <li>• New employment development will be a key component of growth within specific proposed new Strategic Growth Locations particularly Chelmsford Garden Communities in North East and East Chelmsford</li> <li>• Improving local work and training opportunities from major development proposals through Employment and Skills Plans</li> </ul>									
Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	+	+	n/a	n/a	n/a	n/a	n/a	+	n/a
<p>Commentary</p> <p>Attention to the provision of a diverse range of employment opportunities, having regard to spatial distribution and the allied provision of Employment and Skills Plans, should immediately benefit groups which might typically struggle to secure appropriate employment. As with many other policies, the detailed effects of implementation needs to be subject to monitoring and review.</p>									

**Table I17: EqlA Assessment of Strategic Policy S16 Connectivity and Travel**

<b>Strategic Policy S16 Connectivity and Travel</b>
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The Council is committed to creating high quality, sustainable places which promote connectivity for all. Providing better access to modes of active and sustainable travel are key and will be achieved in the following ways.

- A) New development must be designed to prioritise and maximise opportunities for sustainable transport and active travel modes and movement, through strategic and local sustainable measures:
- Promote ease of movement within the site and improve connectivity to adjoining areas and key destinations
  - Provide for attractive, inclusive, high quality and well-designed sustainable and active travel networks with supporting facilities
  - Give priority to the needs of pedestrians, cyclists, public transport users, car sharers and users of low and ultra-low emission vehicles
  - Increase infrastructure to support suitable sustainable and active travel, including and where relevant in the Green Wedge in accordance with Strategic Policy S11
  - Increase infrastructure to support the use of public transport and other sustainable modes of travel for all
  - Promote measures to facilitate alternatives for commercial vehicle deliveries
  - Promote the use of car clubs
  - Reduce the reliance on private fossil fuelled vehicles
  - Support the provision of strategic and local transport infrastructure to enable a future for alternatives to fossil fuelled vehicles
  - Increase infrastructure provision for charging electric vehicles (EV)
  - Promote innovations in transport including smart technology.
- B) In addition to the above, all new strategic scale development (defined as development for 100 or more units and non-residential development in excess of 1,000 sqm) will be required to demonstrate how they have considered the following in their place making objectives:
- Achieving a significant modal shift to sustainable and active modes of travel
  - Ensuring walkable neighbourhood principles within developments are achieved
  - Provision of mobility hubs of appropriate scale at neighbourhood centres, public transport interchanges, park and ride, or other suitable locations, which are of high quality design and accessible
  - Supporting technological advances and smarter sustainable transport options, including autonomous vehicles, micromobility (e-bikes, e-scooters), on-demand public transport and smart EV charging

Assessment	+	+	n/a	n/a	+	n/a	n/a	n/a	n/a
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Commentary

Certain groups in the City Council area are likely to be particularly vulnerable to air pollution, including children, older people, pregnant women and people with cardiovascular and/or respiratory illnesses. Positive effects are expected for this policy in relation to age, disability, and pregnancy and maternity, reflecting the overarching aspirations for the creation of compact development which is well-served

**Table I18 EqlA of Strategic Policy S10 Securing Infrastructure and Impact Mitigation**

<p><b>Strategic Policy S9 Infrastructure Requirements</b></p> <p>Priorities for infrastructure provision or improvements are also contained within relevant Strategic Policies and Site Allocation policies.</p> <p>New development must be supported by the provision of infrastructure, services and facilities that are identified as necessary to serve its needs.</p> <p><u>Transport and Highways</u></p> <p>New development must be supported by active and sustainable means of transport to serve its need including walking, cycling and public transport modes. New highway infrastructure should help reduce congestion, link new development and provide connections in the strategic road network. These include but are not limited to:</p> <ul style="list-style-type: none"> <li>• New Beaulieu Park Rail Station</li> <li>• Chelmsford North East Bypass</li> <li>• An additional new Northern Radial Distributor Road in North East Chelmsford</li> <li>• Safeguarded land for the expansion of Chelmer Valley and Sandon Park and Ride sites</li> <li>• Additional Park and Ride facilities will be considered in West Chelmsford and North East Chelmsford within the broad locations shown on the Policies Map</li> <li>• Improvements to the Army and Navy Junction</li> <li>• Improvements to A131 (Essex Regiment Way)</li> <li>• New foot/cycle bridge across A131 (Essex Regiment Way)</li> <li>• Junction improvements on the A12 and other main roads to reduce congestion</li> <li>• Capacity improvements to the A132 between the Rettendon Turnpike and South Woodham Ferrers, including necessary junction improvements to be brought forward as early as possible in tandem with the delivery of development to mitigate its impact</li> <li>• New and improved active and sustainable travel routes both within development sites and to provide connections to centres and hubs of activity such as transport nodes, City, Town and Neighbourhood Centres, strategic areas of recreation and employment areas</li> <li>• A new active and sustainable route and bridge over the A12 from East Chelmsford Garden Community to connect to Sandon Park and Ride</li> <li>• A new multi-modal vehicular bridge over the River Chelmer to connect East Chelmsford Garden Community to Junction 19 of the A12 (Boreham Interchange)</li> <li>• Bus Priority schemes and rapid transit measures Improvements to inter-urban public transport</li> <li>• Transport links between new neighbourhoods and Chelmsford City Centre and employment areas</li> <li>• Improved road infrastructure aimed at reducing congestion and providing more reliable journey times.</li> </ul> <p><u>Flood Risk Management</u></p> <p>New development must be safe from all types of flooding and suitable strategic and site level measures will need to provide appropriate flood risk management. These include but are not limited</p>
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to:

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

Community Facilities

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

- Early years, primary and secondary, and post-16 education provision
- Essential primary, acute and community healthcare provision
- Health and wellbeing facilities and measures
- Sport, leisure and recreational facilities
- Community buildings and space
- Cultural facilities and public art
- Emergency services infrastructure
- Municipal waste/recycling facilities.

Green Infrastructure and Natural Environment

Infrastructure necessary to support new development must provide or contribute towards ensuring a range of multi-functional green, blue, and natural infrastructure, nature recovery, net gain in biodiversity and public realm improvements. These include but are not limited to:

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

Historic Environment

Infrastructure necessary to support new development must seek to preserve or enhance the historic environment and mitigate any adverse impacts on nearby heritage assets and their settings.

Utilities

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

- Utility infrastructure including electricity and gas distribution and supply, water supply, foul drainage and waste water treatment, telecommunications and gigabit broadband

<ul style="list-style-type: none"> <li>Opportunities for appropriate renewable, low carbon or district-scale energy production.</li> </ul>									
Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Preferred Policy									
Assessment	+	+	?	?	+	+	+	+	?
<p>Commentary</p> <p>The following groups have been identified as benefitting from this Strategic Policy through the protection and provision of community facilities which are meeting their needs in diverse and specialised ways: age, disability, pregnancy/maternity, race, religion and sex. Other protected groups could also benefit but these effects are not clear at this stage and could be subject to further research.</p>									

**Table I19 EqlA of Strategic Policy S10 Securing Infrastructure and Impact Mitigation**

<p><b>Strategic Policy S10 Securing Infrastructure and Impact Mitigation</b></p> <p>Infrastructure must be provided in a timely and, where appropriate, phased manner to serve the occupants and users of the development.</p> <p>Permission will only be granted if it can be demonstrated that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered by the proposal. It must further be demonstrated that such capacity as is required will prove sustainable over time both in physical and financial terms. Where a development proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Local Planning Authority and the appropriate infrastructure provider. Such measures may include (not exclusively):</p> <ul style="list-style-type: none"> <li>Financial contributions towards new or expanded facilities and the maintenance thereof</li> <li>On-site provision (which may include building works)</li> <li>Off-site capacity improvement works, and/or</li> <li>The provision of land.</li> </ul> <p>Infrastructure will be secured through the use of planning condition and/or planning obligation and/or financial contributions through the Community Infrastructure Levy or its successor.</p> <p>Developers and land owners must work positively with the Council, neighbouring Local Planning Authorities and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with adopted policies and published guidance.</p> <p>In negotiating planning obligations, the Council will take into account local and strategic infrastructure needs and financial viability set out in the Local Plan Infrastructure Delivery Plan (IDP) and Local Plan Viability Assessment. The Council will ensure that the cumulative impact of planning policy, standards and infrastructure requirements do not render the sites and development identified in the Local Plan unviable and therefore undeliverable.</p>
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Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commentary No relationships between affected groups and the Strategic Objective have been identified.									

**Table I20 EqlA of Strategic Policy S11 The Role of the Countryside**

<p><b>Strategic Policy S11 The Role of the Countryside</b></p> <p>When determining planning applications, the Council will carefully balance the requirement for new development within the countryside to meet identified development needs in accordance with the Spatial Strategy, and to support thriving rural communities whilst ensuring that development does not have an adverse impact on the different roles and character of the countryside. All new development within the countryside will be considered within this context and against the specific planning objectives for each of the following areas:</p> <p>A) Green Belt</p> <p>The openness and permanence of the Green Belt will be protected and opportunities for its beneficial use will be supported where consistent with the purposes of the Green Belt. Inappropriate development will not be approved except in very special circumstances.</p> <p>B) Green Wedge</p> <p>The Green Wedge has an identified intrinsic character and beauty and is a multi-faceted distinctive landscape providing important open green networks, which have been instrumental in shaping the City's growth, character and appearance.</p> <p>These networks prevent urban sprawl and settlement coalescence and provide for wildlife and nature, flood storage capacity, leisure and recreation, and active travel, which allows for good public access which will be further improved through the requirements of development allocated in the Local Plan. Development which materially harms the role, function and intrinsic character and beauty of the Green Wedge will not be approved.</p> <p>C) Rural Area</p> <p>The countryside outside of the Urban Areas and Defined Settlements, not within the Green Belt, is designated as the Rural Area. The intrinsic character and beauty of the Rural Area outside of the Green Belt, and not designated as the Green Wedge, will be recognised, assessed and development will be permitted where it would not adversely impact on its identified character and beauty.</p> <p>The relevant Development Management Policies set out what development is appropriate in each of the above areas and provide detailed criteria by which development proposals will be assessed.</p>
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Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Commentary No relationships between affected groups and the Strategic Objective have been identified.									

**Table I21 EqlA of Strategic Policy S12 Role of City, Town and Neighbourhood Centres**

<p><b>Strategic Policy S12 Role of City, Town and Neighbourhood Centres</b></p> <p>The Council will promote through its planning policies and proposals, the continued strengthening of the following Designated Centres in their varied roles and functions to positively contribute towards the viability, vitality, character and structure of these centres. New Main Town Centre uses and development will be directed to the appropriate Designated Centres as set out below:</p> <p><u>Chelmsford City Centre</u></p> <p>Chelmsford and in particular the City Centre will be the main focus for shopping, major employment, civic and administrative functions, arts, culture and leisure and a centre of excellence for education and healthcare. Major new retail, office, leisure and cultural facilities will be directed here to build on Chelmsford’s past success.</p> <p>Within the City Centre retail development is concentrated within the Primary Shopping Area. The City Centre and Primary Shopping Centre are defined on the Policies Map.</p> <p><u>South Woodham Ferrers Town Centre</u></p> <p>South Woodham Ferrers Town Centre will be a focus for shopping, business, education, and leisure. The Town Centre will continue to provide an important role for the residents of South Woodham Ferrers and the surrounding area.</p> <p>Within the Town Centre retail development is concentrated within the Primary Shopping Area. The Town Centre and Primary Shopping Area are defined on the Policies Map.</p> <p><u>Principal Neighbourhood Centres</u></p> <p>The larger neighbourhood centres will be a focus of more localised retail, commercial and community facilities and services that reduce the need to travel and contribute towards more sustainable and neighbourhood-scale living. These larger neighbourhood centres are defined on the Policies Map as Principal Neighbourhood Centres. The Vineyards Principal Neighbourhood Centre contains a Primary Shopping Area which is defined on the Policies Map.</p> <p><u>Local Neighbourhood Centres</u></p> <p>Smaller Local Neighbourhood Centres play an important retail, business and community role, especially in areas more remote from the larger centres. Local Neighbourhood Centres are shown on the Policies Map.</p>
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<u>Retail and leisure development outside Designated Centres</u>									
Retail proposals above 500sqm gross floorspace outside of Primary Shopping Areas and leisure proposals above 500sqm gross floorspace outside of City/Town Centre boundaries will be required to undertake an impact assessment in line with the requirements of the NPPF.									
Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	+	+	?	?	+	+	+	+	?
<p>Commentary</p> <p>The following groups have been identified as benefitting from this Strategic Policy through the protection and provision of community facilities which are meeting their needs in diverse and specialised ways: age, disability, pregnancy/maternity, race, religion and sex. Other protected groups could also benefit but these effects are not clear at this stage and could be subject to further research.</p>									

**Table I22 EqlA of Strategic Policy S17 The Future of Chelmsford City Centre**

<b>Strategic Policy S17 The Future of Chelmsford City Centre</b>
<p>Development proposals within Chelmsford City Centre that help create a diverse mix of retail, food and drink, leisure and entertainment, cultural, community, business and residential uses will be supported where they positively contribute towards increased footfall, activity and vibrancy and they accord with the Local Plan’s Strategic Priorities.</p> <p>The Council will place great weight on the contribution that proposals in the City Centre can make to achieving the following key principles:</p> <p>A. ECONOMY</p> <p>Proposals which increase footfall and encourage visitors to enjoy the City Centre for longer by visiting a number of venues and events which cater for all their needs will be supported, including growth intended to complement the evening economy with more family friendly venues and activities.</p> <p>Proposals should:</p> <ul style="list-style-type: none"> <li>• Provide opportunities and suitable range of venues to support uses which encourage people to visit and to increase dwell-time and spending in the City Centre</li> <li>• Prioritise retaining, reusing and enhancing existing buildings for suitable uses which complement and strengthen their locality</li> <li>• Retain and create active frontages to ground floors in Designated Centres</li> <li>• Make positive use of upper floors of properties, and on underused and vacant space away from commercial frontages</li> <li>• Contribute to the creation of circular routes linking living, shopping and leisure sectors to encourage footfall</li> <li>• Promote innovation and ambition</li> </ul>

- Maximise business links to the university and wider education sector
- Encourage pop-up or temporary uses in advance of more comprehensive redevelopment
- Provide and/or secure the future management of free publicly accessible toilets and 'Changing Places' toilets.

**B. CULTURE AND HERITAGE**

Chelmsford's rich history is reflected in its Roman and medieval origins as well as its expansion as a prosperous market town. The legacy of its historic role as County town of Essex, and granting of City status in 2012, means that Chelmsford is still a key centre for the religious, cultural, and civic life of the City Centre; with strong reminders of its heritage of science and engineering innovation.

Proposals should:

- Promote opportunities for new functions such as markets, community, cultural or creative activity to broaden the mix of activity in the City Centre
- Ensure improved streetscape, such as through minimising street clutter, use of high-quality materials, well-designed street furniture, public art and interpretation, retention of important gaps and key views, enhancement of street frontages, and use of sympathetic shopfronts and signage

**C. LIVING IN THE CITY CENTRE**

The City Centre offers opportunities for housing development through changes of use, redevelopment of empty buildings and better use of upper floors, or regeneration of wider building clusters. Some sites are allocated in the Local Plan, but proposals for other sites are likely to be welcomed where they contribute to activity, complement surrounding uses, and support the City Centre economy.

Proposals should:

- Ensure the introduction of residential uses into City Centre in ways that do not harm the wider functions of the area
- Ensure the efficient use of urban land balanced with high-quality place-making
- Provide areas of functional open space on larger developments
- Improve existing green spaces to encourage increased usage by City Centre residents
- Demonstrate how sustainable and active travel will be promoted
- Demonstrate how safety has been considered.

**D. CLIMATE AND SUSTAINABILITY**

Proposals should contribute towards sustainable options for accessing the City Centre, whether on foot, two wheels, by bus or by rail, reducing reliance on fossil fuelled private vehicles to reduce carbon emissions and congestion.

Proposals should:

- Provide connectivity to the wider City and Urban area through improved public realm and multifunctional green routes and gateways
- Take a balanced approach to car parking provision, that acknowledges the sustainability of the City Centre and its walking, cycling, bus and rail connections
- Create new or improve existing multifunctional green infrastructure including tree planting and improved wildlife habitat

**E. Waterways**

Proposals alongside Chelmsford’s waterways – the River Can, River Chelmer, and Chelmer and Blackwater Navigation – should seek to provide significant improvements to the environmental quality, attractiveness and recreational potential of the waterways and their associated green spaces.

Proposals should:

- Capitalise on the waterway network to enhance the visibility, access and recreational use of the rivers and Navigation, as appropriate
- Demonstrate innovative and sustainable approaches to dealing with flood defences and flood management, where necessary, whilst protecting biodiversity and the river environment
- Complement the river environment through greening and softening of engineered features
- Promote development that enhances the habitat, ecology and biodiversity value of the river corridors
- Improve active travel movement along river corridors
- Consider incorporating green/renewable energy initiatives
- Have regard to the Plan for Improving the Rivers and Waterways in and around Chelmsford.

**F. SITE SPECIFIC PRINCIPLES:**

The sites listed below will make a key contribution to delivering City Centre vitality, vibrancy and success, and in addition to A to D above will be subject to the following additional criteria.

Shire Hall

Shire Hall is a significant landmark, closing views at the top of the High Street and a focus for Tindal Square, which provides a traffic-free setting to the iconic Grade II\* listed building. It is uniquely suited for a range of cultural uses.

Proposals for Shire Hall should:

- Promote public access and a sense of community ownership, where possible
- Promote active use which adds to the vitality of the High Street
- Deliver the re-use of the building with a range uses such as community, cultural or other uses, whilst protecting the historic and cultural significance of the building and its setting
- Remain sympathetic to the setting of St. Mary’s Cathedral.

Chelmer Waterside

Chelmer Waterside comprises a number of brownfield land parcels between the City Centre and the waterside meadows and is a key regeneration area within the City Centre. Although individual site areas may come forward at different times, they should contribute towards the wider regeneration aims of creating a vibrant and dynamic new quarter for Chelmsford and as such must demonstrate how they have had regard to a wider masterplan or the adopted Chelmer Waterside Development Framework Document.

Proposals in Chelmer Waterside should:

- Contribute towards creating a new City Centre neighbourhood, including provision of integrated community and local scale facilities
- Preserve townscape character through scale, layout and integration of development
- Optimise positive and active integration with the unique waterside environment

- Deliver local infrastructure for walking, cycling and wider vehicle circulation including a new bridge access incorporating active and sustainable travel modes
- Introduce greening which creates landscape-led street environments and spaces, promotes natural cooling and promotes general wellbeing
- Maintain existing ecology along water corridors and enhance opportunities for nature within developments, as appropriate.

The Meadows

The Meadows under-cover shopping centre opened in 1992. A number of shops have closed including an anchor department store which occupied the largest retail space in the centre. There is now potential to re-imagine the centre to secure resilience for the future, through development ranging from small scale reconfiguration of units up to large scale redevelopment for a mixed-use scheme, whilst capitalising on the waterside location.

Proposals on the Meadows site should:

- Secure uses and functions which complement, diversify and reinforce the City Centre objectives and make this area a destination for visitors
- Promote cultural and community uses which enhance the environment for residents and visitors alike
- Preserve townscape character through scale, layout and integration of development including protection of the setting of heritage assets
- Create a network of positive, animated, safe routes and spaces to promote active and sustainable travel, linking into key areas of the existing City Centre network, including outside of business hours
- Deliver local infrastructure for walking, cycling and vehicular access including new bridge access
- Provide opportunities for the public to interact with the water and improvements to animate and activate the waterscapes
- Introduce urban greening which creates landscape-led street environments and spaces, promotes natural cooling and promotes general wellbeing
- Maintain existing ecology along water corridors and enhance opportunities for nature within developments, as appropriate.

**G. OPPORTUNITY CORRIDORS:**

Certain areas linking the City Centre to the wider urban area provide an opportunity for improvement in appearance, public realm quality and accessibility. These are key corridors along which residents and visitors access the City Centre, contributing to how the City Centre is perceived overall, experienced and enjoyed.

The Council will take a more flexible approach to changes of use to support positive activity and encourage innovation and investment, in the following key corridors:

- New Street to Anglia Ruskin University (Knowledge and Learning)
- Chelmer Waterside to the City Centre (Living and Leisure)
- Southern access to the City Centre via Central Park (Recreation and Greenspace)
- West End to the City Centre (Culture and Travel)
- Waterhouse Lane to Parkway (High-tech and Regeneration)

The Council proposes to prepare a detailed City Centre strategy to guide development, informed by consultation and backed by evidence. This will be vital to bring focus to identifying and building opportunities for diversification, start-ups and community activity.

**APPENDIX I – EQUALITIES IMPACT ASSESSMENT**

Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	+	+	?	?	+	+	+	+	?
<p>Commentary</p> <p>The following groups have been identified as benefitting from this Strategic Policy through the protection and provision of community facilities which are meeting their needs in diverse and specialised ways: age, disability, pregnancy/maternity, race, religion and sex. Other protected groups could also benefit but these effects are not clear at this stage and could be subject to further research.</p>									

**Table I23 EqlA of Policy S13 Monitoring and Review**

<b>Strategic Policy S13 Monitoring and Review</b>									
The Council will monitor the implementation of the policies and proposals of the Local Plan using the key indicators and targets set out in the Local Plan Monitoring Framework. A full or focused formal review of the Local Plan will commence two years after its adoption.									
Protected Characteristic:	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Assessment	+	+	+	+	+	+	+	+	+
<p>Commentary</p> <p>The commitment to the ongoing monitoring and review of the Local Plan provides the opportunity to identify where policies and proposals are benefitting those with protected characteristics identified in this EqlA and also where unintended disadvantage may be arising as a result of policy implementation. The predicted effects of this EqlA can be used as a benchmark for this activity and links with wider Council programmes aimed at ensuring and improving inclusion and opportunity in all its forms.</p>									

Table I24 EqlA of Growth and Special Area Policies

Policies	EQIA Protected Groups									Commentary
	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation	
Growth Policies for Central and Urban Chelmsford	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>The policies propose a number of site allocations to deliver new housing, employment and associated infrastructure in the central and urban Chelmsford area. The policies/ allocations are likely to benefit protected groups which require starter homes or specialist accommodation, both facilitated through policy implementation.</p> <p>Similarly, these protected groups will benefit from the delivery of new well-connected homes. opportunities for employment and active travel as well as provision of or contribution to health, education, recreational facilities and multi-functional and accessible green infrastructure and open spaces.</p>
Growth Policies for West Chelmsford	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>The policy proposes the delivery of a new neighbourhood in the West Chelmsford area, comprising the delivery of 880 new homes, a neighbourhood centre, a new primary school and nursery. Alongside this the policy also requires the delivery of improvements to the local and strategic road network, appropriate sustainable modes of transport and the provision of/ financial contribution to recreational and healthcare facilities. As part of such a relatively large-scale, integrated development, there will be opportunities to deliver homes which meet the needs of those who require starter homes or specialist accommodation.</p>
Growth Policies for East of Chelmsford	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<p>The four policies propose new housing, employment and associated infrastructure in East Chelmsford, including the delivery of a new Country Park, wider green infrastructure and open space, new and</p>

Policies	EQIA Protected Groups									Commentary
	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation	
										enhanced active travel routes, financial contributions to education and health services. As part of such a relatively large-scale, integrated development, there will be opportunities to deliver homes which meet the needs of those who require starter homes or specialist accommodation.
Growth Policies for Galleywood	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy proposes the delivery of approximately 24 new affordable homes at Galleywood, a Key Service Settlement. It also proposes a number of site development principles and infrastructure requirements that include new and enhanced cycle routes and footpaths, financial contributions towards education and early years childcare provision and recreational facilities. The size of the development is unlikely to have a bearing on the interests of the identified protected groups.
Growth Policies for Writtle	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy proposes the delivery of approximately 25 new homes at Writtle, a Key Service Settlement. It also proposes a number of site development principles and infrastructure requirements that include new and enhanced cycle routes and footpaths, financial contributions towards education and early years childcare as well as health provision and recreational facilities. The size of the development is unlikely to have a bearing on the interests of the identified protected groups.
Growth Area Policies for North Chelmsford	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This growth area includes nine policies proposing allocations in five different locations. The largest of these is North East Chelmsford (Strategic Growth Site Policy 6) proposing the delivery of a new garden community consisting of approx. 6,250 new homes, 9ha of employment land and associated

Policies	EQIA Protected Groups									Commentary
	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation	
										infrastructure. This includes a new Country Park, four new mixed use village centres, new education facilities (three new primary schools, a new all-through school and two nurseries) and community space and significant new multi-functional green infrastructure. Other strategic housing site policies include the delivery of 750 new homes (Strategic Growth Site Policy 7a), 190 new homes (Strategic Growth Site Policy 7b), 100 new homes (Strategic Growth Site Policy 7c), 512 new homes (Strategic Growth Site Policy 8) and associated infrastructure. As part of such a relatively large-scale, integrated development, there will be opportunities to deliver homes which meet the needs of those who require starter homes or specialist accommodation. There are also two small residential site allocations for 20 homes each (Growth Site Policies 14 and 14b) and two employment site allocations for 3,500sqm B2/B8 (Growth Site 9a) and 6,000sqm B2/B8 (Strategic Growth Site 15).
Growth Area Policies for South and East Chelmsford	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There are ten site allocation policies relating to proposed development in six locations, East Chelmsford, land adjacent to A12 junction 18, north of south Woodham Ferrers, Bicknacre, East Hanningfield and Danbury. Strategic Growth Policy 16a East Chelmsford proposes the largest scale of growth with 3,000 homes and 43,000sqm of new employment floorspace, a Country Park, neighbourhood centres and schools. Strategic Growth Policy 16b will also deliver 43,000sqm new employment floorspace by junction 18 of the A12. Strategic Growth Policy 10 will deliver 1,220 new homes, employment and associated infrastructure (including a potential new primary school and a neighbourhood centre) north of south Woodham

Policies	EQIA Protected Groups									Commentary
	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation	
										Ferrers. As part of such a relatively large-scale, integrated development, there will be opportunities to deliver homes which meet the needs of those who require starter homes or specialist accommodation. Smaller residential allocations include four sites at Bicknacre for 42, 20 20 and 32 homes respectively (Growth Sites 11a, 11b 11c and 12), two sites in East Hanningfield for 15 and 20 homes respectively (Growth Sites 17a and b) and Danbury (100 homes, Growth Site 13).
Special Policy Areas	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There are six policies that designate Special Policy Areas (SPA), which lie outside the built-up areas, where ordinarily policy would constrain new development. The SPA designation enables the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. No direct connection between the policies and the identified protected groups can be identified.

**Table I25 EqlA of Development Management Policies**

Policies	EQIA Protected Groups									Commentary
	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation	
Policy DM1 - Size and type of housing	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy requires an appropriate mix of dwelling types and sizes, that they are constructed to be accessible and adaptable and that a proportion of affordable homes are built for wheelchair users. This is likely to meet the needs of those who require starter homes or specialist accommodation.
Policy DM2 - Affordable housing and rural exception sites	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy sets out the requirement for the delivery of affordable homes, including the delivery of a suitable mix, size and type of affordable homes. This will help to deliver homes which meet the needs of those who require starter homes or specialist accommodation.
Policy DM3 - Gypsy, Traveller & Travelling Showpeople	n/a	n/a	n/a	n/a	n/a	+	n/a	n/a	n/a	The policy sets out the requirements for any proposals to deliver accommodation for Gypsy, Traveller or Travelling Showpeople. It requires that sites are within reasonable travelling distance from community services and facilities and there is no significant risk of flooding. It is assumed that community services and facilities also include healthcare, education and recreational areas, although this is not specifically stated in the policy. The policy will directly address the accommodation needs of the Gypsy, Traveller or Travelling Showpeople community.
Policy DM4 - Employment Areas and Rural Employment Areas	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy sets out the requirements for proposing a change of use of employment. No direct connection between the policies and the identified protected groups can be identified.

Policies	EQIA Protected Groups									Commentary
	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation	
Policy DM5 - Designated Centres	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy identifies the various centres and seeks to enhance and retain retail uses where possible. Those protected groups who are more likely to be dependent on local retail facilities should directly benefit.
Policy DM6 - New Development in the Green Belt	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This policy relates to development in the Green Belt and allows development to deliver limited affordable housing to meet local needs, the provision of recreational facilities and buildings to support growth of existing agriculture or forestry businesses. This will help to deliver homes which meet the needs of those who require starter homes or specialist accommodation.
Policy DM7 - New Buildings and Structures in the Green Wedge	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy relates to the granting of planning permission for new buildings in the Green Wedge and allows for the delivery of limited affordable housing, local community and recreational facilities, active travel and buildings associated with existing agriculture or forestry businesses. This will help to deliver homes which meet the needs of those who require starter homes or specialist accommodation.
Policy DM8 - New Buildings and Structures in the Rural Area	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy relates to the granting of planning permission for new buildings in the rural area. This will help to deliver homes which meet the needs of those who require starter homes or specialist accommodation.
Policy DM9 - Infilling in the Green Belt,	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy is not considered likely to progress or hinder any of the objectives as it relates to infilling in the Green Belt, Green Wedge and Rural Area.

Policies	EQIA Protected Groups									Commentary
	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation	
Green Wedge and Rural Area										
Policy DM10 - Change of Land Use and Engineering Options	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy relates to the granting of planning permission for the change of use of buildings in the Green Belt, Green Wedge and Rural Area. The policy is not likely to progress or hinder any of the objectives.
Policy DM11 - Extensions to Existing Buildings	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The extension of buildings in the Green Belt, Green Wedge and Rural Area will help to deliver homes which meet the needs of those who require starter homes or specialist accommodation.
Policy DM12 - Rural and Agricultural/ Forestry Workers' Dwellings	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy allows for the delivery of dwellings for agricultural and forestry workers subject to a number of conditions will help to deliver homes which meet the needs of those who require starter homes or specialist accommodation.
Policy DM13 - Designated Heritage Assets	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This policy specifically relates to the protection of designated heritage assets. No direct connection between the policies and the identified protected groups can be identified.
Policy DM14 - Non-Designated Heritage Assets	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This policy specifically relates to the protection of non-designated heritage assets. No direct connection between the policies and the identified protected groups can be identified.
Policy DM15 - Archaeology	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This policy specifically relates to the protection of heritage assets. No direct connection between the

Policies	EQIA Protected Groups									Commentary
	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation	
										policies and the identified protected groups can be identified.
Policy DM16 - Protection and Promotion of Ecology, Nature and Biodiversity	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This policy specifically relates to the protection of biodiversity assets. No direct connection between the policies and the identified protected groups can be identified.
Policy DM17 - Trees, Woodland and Landscape Features	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy seeks to protect trees/ woodland and other landscape features. It also requires the planting of three new trees for each new dwelling delivered and a significant number of new trees for all new strategic scale employment and infrastructure development. No direct connection between the policies and the identified protected groups can be identified.
Policy DM18 - Flooding/ SuDS	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy allows development where it can be demonstrated that the site is safe from all types of flooding and does not worsen flooding elsewhere. It also requires all new development to incorporate sustainable drainage systems. No direct connection between the policies and the identified protected groups can be identified.
Policy DM19 - Renewable and Low Carbon Energy	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy supports the delivery of renewable and low carbon energy subject to a number of conditions. No direct connection between the policies and the identified protected groups can be identified.
Policy DM20 - Delivering	+	+	n/a	n/a	+	n/a	+	n/a	n/a	The policy relates to planning permission for new or extensions to existing community facilities and services to support the local community. Protected groups which rely on community facilities close to

Policies	EQIA Protected Groups									Commentary
	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation	
Community Facilities										their home and of a specialist nature are likely to benefit from this policy.
Policy DM21 - Protecting Community Facilities	+	+	n/a	n/a	+	n/a	+	n/a	n/a	The policy seeks to protect existing community facilities. Protected groups which rely on community facilities close to their home and of a specialist nature are likely to benefit from this policy.
Policy DM22 - Education Establishments	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy seeks to protect existing education establishments from change of uses and supports their extension or expansion subject to other criteria in the Local Plan. Protected groups which rely on community facilities close to their home and of a specialist nature are likely to benefit from this policy.
Policy DM23 - High Quality and Inclusive Design	+	+	n/a	n/a	+	n/a	n/a	n/a	n/a	The policy sets out criteria for the design of new development and will benefit protected groups with specific needs such as accessibility.
Policy DM24 - Design and Place Shaping Principles in Major Developments	+	+	n/a	n/a	+	n/a	n/a	n/a	n/a	The policy requires all new major development to be of high quality built form and urban design and sets out a number of principles. This includes: creating well-connected places that prioritise the needs of pedestrians, cyclists and public transport; encourages building design that minimises energy consumption and resilience to climate change; provides public open space and green infrastructure and promotes healthy living and improved health and wellbeing. This policy will benefit protected groups with specific needs such as accessibility.
Policy DM25 - Sustainable Buildings	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy expects all new buildings to incorporate sustainable design to reduce emissions and the use of natural resources. No direct connection between

Policies	EQIA Protected Groups									Commentary
	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation	
										the policies and the identified protected groups can be identified.
Policy DM31 - Net Zero Carbon Development	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy sets out the requirements for new development to help deliver net zero carbon development. No direct connection between the policies and the identified protected groups can be identified.
Policy DM26 - Design Specification for Dwellings	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy requires all new dwellings to achieve suitable privacy and living environment as well as sufficient private amenity space. This will meet the needs of those who require starter homes or specialist accommodation.
Policy DM27 - Parking Standards	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy relates to parking standards. No direct connection between the policies and the identified protected groups can be identified.
Policy DM28 - Tall Buildings	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy relates to tall buildings, particularly their impact on the landscape, townscape and views. No direct connection between the policies and the identified protected groups can be identified.
Policy DM29 - Protecting Living and Working Environments	+	+	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy seeks to safeguard the living environment for existing communities, ensuring new development is compatible with neighbouring uses, not overlooking/ overshadowing existing buildings and does not result in excessive noise, activity and vehicle movements. This will meet the needs of those who require starter homes or specialist accommodation.

Policies	EQIA Protected Groups									Commentary
	Age	Disability	Gender re-assignment	Marriage & Civil Partnership	Pregnancy & Maternity	Race	Religion or Belief	Sex	Sexual Orientation	
Policy DM30 - Contamination and Pollution	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	The policy relates to planning permission for development on or near to contaminated land or an Air Quality Management Area. No direct connection between the policies and the identified protected groups can be identified.
Policy DM31 Net Zero Carbon Development (In Operation)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	This policy seeks to advance the aspiration for securing net zero carbon in new development through challenging requirements on building construction and operation. These requirements fall on developers and as such are judged to apply to all protected groups equally (along with the whole population of the City Council area) and not impinge upon protected characteristics.

## APPENDIX J – HEALTH IMPACT ASSESSMENT

### Introduction

Chelmsford City Council is undertaking an Integrated Impact Assessment (IIA) of the Review of the Adopted Local Plan. The IIA is being carried out to ensure that the Review maximises its ability to result in improvements to the Adopted Local Plan. The Review is currently at the Preferred Options stage. In undertaking the IIA, the Council is applying a process that incorporates Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Habitats Regulations Assessment (HRA), Health Impact Assessment (HIA) and Equalities Impact Assessment (EqIA).

This appendix sets out the findings of the HIA and is structured as follows:

- Scoping
- Assessment
- Monitoring

### Scoping

#### Baseline information

In order to undertake the HIA, the following assessment criteria are taken from the Essex Healthier Places Guidance (Essex County Council) at: [Health Impact Assessments | Essex Design Guide](#) and the Livewell Development Accreditation (Essex Planning Officers Association, at: <https://www.essexdesignguide.co.uk/media/2275/eldp1024-livewell-accred-scheme-award-doc-a4-28pp-v7.pdf>). The assessment framework was consulted upon as part of the Review of the Adopted Local Plan IIA Scoping Report.

#### Core Standard 1: Design of homes and spaces

Health Related Evidence: Living in good quality and affordable housing is associated with numerous positive health outcomes for the general population and those from vulnerable groups. The design of the built environment plays a significant role in influencing health-related behaviours such as nutrition and physical activity. On the other hand, poor design can have significant adverse environmental, social, and economic effects. Poor housing factors can affect an individual's mental and physical health, through factors such as air quality, lighting, design, and housing tenure. Poor design can undermine an individual's health and increase the risk of social isolation, disrupt community cohesion, and reinforce social inequity. However, a well-designed environment can overcome many health and wellbeing issues. The provision of multi-

functional greenspace<sup>148</sup> with affordable housing can reduce social isolation and fear of crime and enhance social cohesion. Adaptable housing meanwhile can meet varying needs of children, families and older people, while the provision of energy-efficient homes can reduce fuel poverty and any associated poor health outcomes.

- Accessible Outdoor Space
- Good quality and affordable homes
- Homes Standard

### **Core Standard 2: Active environment and connectivity**

Health Related Evidence: According to Public Health England (PHE), one in two women and a third of men in England are damaging their health through a lack of physical activity. Physical inactivity is the fourth-largest cause of disease and disability in the UK and a wealth of evidence makes it evident that an active lifestyle is essential for physical and mental health and wellbeing. The way land is used and creating the right spaces has an immense impact on the public's health. Evidence suggests strategies that increase mixed land use and investing in infrastructure that supports walking and reducing the time in the car can increase levels of physical activity among all age groups and be effective as health interventions. Building in more physical activity into normal day to day routines such as commuting to work or school involves creating environments that are supportive of active living. National Institute for Health and Care Excellence (NICE) guideline (NG90) also identifies the way to improve the physical environment in order to increase the general population's physical activity levels.

- Connected walking and cycling
- Provision of public transport
- Travel Planning

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<sup>148</sup> See Essex County Council (June 2022) Essex Green Infrastructure Standards-Technical-Guidance (including Essex Healthy Places Advice - Notes for planners developers and designers). Available at: [Essex Green Infrastructure Standards | Essex Design Guide](#)

- Active Street Design

**Core Standard 3: Environmental Sustainability**

Health Related Evidence: Environments that are safe, environmentally sustainable and have good environmental infrastructure<sup>149</sup> to protect against extreme weather events, have good air quality and are not overly exposed to noise nuisance, are those which can be regarded as healthy. An increase in growth can lead to increased traffic and subsequently have an impact on air quality. Air pollution can give rise to significant adverse human health effects and long-term exposure could have an even greater impact. According to the World Health Organisation (WHO), transport-related air pollution is linked to numerous ill-health conditions such as cancer, cardiovascular disease, and adverse pregnancy and birth outcomes. On the other hand, living in an energy-efficient property can improve general health outcomes and improve mental health. In addition, dwellings that incorporate high levels of natural light and ventilation can help limit confusion and anxiety for people with dementia and help the partially sighted or blind to navigate around the home.

- Air quality
- Sustainable and energy efficient development
- Responsibly sourced materials

**Core Standard 4: Supporting Communities**

Health Related Evidence: Social and community networks are essential for health and wellbeing. Evidence shows that neighbourhood characteristics can have an impact on health, with worse general health and poorer mental wellbeing relatively associated with disadvantaged and deprived neighbourhoods. The built environment can have a significant impact on whether a person becomes socially isolated. For example, neighbourhoods with antisocial behaviour can increase isolation and community fear. Perceptions of an unsafe neighbourhood can have negative health outcomes and prevent people from using the built and natural environment to undertake exercise. It is recognised that

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<sup>149</sup> Environmental infrastructure covers assets such as formal and informal playspaces, greenspaces, biodiversity resources, rights of way and open access

health assets exist at the community level and they help build resilient communities and reduce social isolation and loneliness. The provision of local amenities can also help improve social engagement and mobility. Mixed developments with access to schools, recreational centres and social amenities can increase physical activity among children, adolescents and older adults. Environmental improvements also have the potential to contribute to the reduction of fear of crime such as implementing natural surveillance measures. It is essential to ensure that new developments can support and build environments that promote social and community participation.

- Provision of community facilities
- Reducing social isolation through design
- Personal safety and crime/fear of crime
- Engagement and consultation with local community

#### **Core Standard 5: Access to sustainable and healthier food environments**

Health Related Evidence: Deprivation, excess weight and levels of obesity are significantly associated with living within close proximity of fast food takeaway outlets. The food environment plays an important role in promoting a healthy diet; this, however, is influenced and determined by several factors. Access to healthier food choices can have a direct and indirect impact on the determinants of health. Evidence shows that vulnerable groups including those on a low income, children and those of certain ethnicities, are less likely to achieve a healthy and balanced diet. Evidence also shows that increasing the provision of, and access to, low-cost healthier food, could be an effective intervention. Promoting access to healthy and locally sourced food and increasing opportunities for food growing not only helps tackle food poverty but also contributes to increasing active lifestyles and wider environmental and social benefits.

- Provision of and access to allotments and adequate garden space
- Decreased exposure to unhealthy food environments

#### **Core Standard 6: Improving access to education, skills and employment**

Health Related Evidence: Access to education and employment are part of the wider determinants of health and wellbeing. A lack of access to these services can have a negative impact on health and wellbeing, with unemployment significantly linked to deprivation, health inequalities and poorer health outcomes. It is essential to create environments that can support and promote education and employment for people at

different life stages and with different needs, supporting good health and wellbeing, producing a productive workforce and attracting and retaining businesses. It is also essential to ensure access to these services is increased to support social mobility, ensuring that there are good opportunities for all.

- Access to educational and employment areas
- Training during construction

**Table J1** assembles Standards 1 – 6 and applies assessment criteria/mitigation measures by which policies and proposals are measured in this HIA.

**Table J1 Summary of HIA-Related Objectives and Criteria for the Assessment of Policies and Proposals in the Review of the Local Development Plan<sup>150</sup>**

Guidance Objectives	Assessment Criteria/Mitigation Measures
<p><b>1: Design of homes and spaces</b></p> <ul style="list-style-type: none"> <li>• Accessible and Attractive Outdoor Space</li> <li>• Good quality and affordable homes</li> <li>• Homes Standard</li> </ul>	<ul style="list-style-type: none"> <li>• Increase access to interesting and stimulating open spaces and natural environments to encourage people to be physically active</li> <li>• Ensure developments embody the principles of lifetime neighbourhoods and promote independent living</li> <li>• Create a safe and accessible built environment with well-designed public spaces that encourage community participation and designing out crime measures</li> <li>• Provide opportunities for recreation and physical activity for all population groups e.g. outdoor gyms or circular walks and safe play areas</li> </ul>

<sup>150</sup> Adapted from: [https://www.worcestershire.gov.uk/downloads/file/6948/health\\_impact\\_assessment\\_in\\_planning\\_toolkit](https://www.worcestershire.gov.uk/downloads/file/6948/health_impact_assessment_in_planning_toolkit) and [Health Impact Assessments | Essex Design Guide](#)

Guidance Objectives	Assessment Criteria/Mitigation Measures
	<ul style="list-style-type: none"> <li>• Provide attractive and landscaped developments – views of green space have a positive impact on health and wellbeing of communities</li> <li>• Provide communal spaces to support social cohesion</li> </ul>
<p><b>2: Active environment and connectivity</b></p> <ul style="list-style-type: none"> <li>• Connected walking and cycling</li> <li>• Provision of public transport</li> <li>• Travel Planning</li> <li>• Active Street Design</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage active travel through the promotion of cycling and walking and measures to reduce reliance on motorised transport</li> <li>• Link cycle and pedestrian paths with wider networks to ensure that people can use them to access facilities and community hubs</li> <li>• Ensure that people in new developments are well connected e.g. provide bus routes to ensure that elderly and less able can freely travel and access amenities</li> <li>• Providing parking facilities at reduced cost outside of the city centre/a short distance away from facilities</li> </ul>
<p><b>3: Environmental Sustainability</b></p> <ul style="list-style-type: none"> <li>• Air quality</li> <li>• Noise</li> <li>• Sustainable and energy efficient development</li> <li>• Responsibly sourced materials</li> <li>• Climate change</li> </ul>	<ul style="list-style-type: none"> <li>• Address environmental sustainability including future-proofing measures and best practice energy efficiency and energy generation measures</li> <li>• Provide flood mitigation measures e.g. sustainable drainage</li> <li>• Ensure that all developments provide green infrastructure for air quality enhancement, shading and well-being</li> <li>• Minimise sources of noise and dust pollution</li> <li>• Set standards for the sustainable use of construction materials</li> </ul>
<p><b>4: Supporting Communities</b></p> <ul style="list-style-type: none"> <li>• Provision of community facilities</li> <li>• Reducing social isolation through design</li> <li>• Personal safety and crime/fear of crime</li> </ul>	<ul style="list-style-type: none"> <li>• Promote best practice design (including safe communal spaces, traffic calming measures, segregated walking and cycling routes, dropped curbs and safe access to buildings)</li> <li>• Provide appropriate access to healthcare services and opportunities for self-care</li> <li>• Ensure that new developments are located in sustainable locations with access to healthcare services such as doctors' surgeries, education establishments and social infrastructure such as churches, community centres and local food shops</li> <li>• Ensure that amenities are accessible by walking and cycling</li> <li>• Provide access for all population groups</li> <li>• Ensure that new developments do not reduce the accessibility of amenities for existing communities</li> </ul>

Guidance Objectives	Assessment Criteria/Mitigation Measures
<ul style="list-style-type: none"> <li>Engagement and consultation with the local community</li> </ul>	
<p><b>5: Access to sustainable and healthier food environments</b></p> <ul style="list-style-type: none"> <li>Provision of and access to allotments and adequate garden space</li> <li>Decreased exposure to unhealthy food environments</li> </ul>	<ul style="list-style-type: none"> <li>Promote better access to healthy and locally sourced food</li> <li>Provide communal and individual food growing opportunities e.g. allotments, community orchards</li> <li>Ensure the provision and easy access to local food shops</li> <li>Limit access to hot food takeaways e.g. limits on distances from schools or limits on the proportion within town and city centres</li> </ul>
<p><b>6: Improving access to education, skills and employment</b></p> <ul style="list-style-type: none"> <li>Access to educational and employment areas</li> <li>Training during construction</li> </ul>	<ul style="list-style-type: none"> <li>Promote access to education, skills, training and employment opportunities for local people</li> <li>Ensure that people can access work places through variety of transport modes including walking, cycling and public transport</li> <li>Ensure that employment sites maintain a high standard of design e.g. provision of green spaces and sustainability standards to benefit the surrounding communities and employees</li> </ul>

**HIA Methodology**

The Preferred Options Local Plan document has been reviewed to consider the likely impacts of the preferred policies and the site allocations on each of the six HIA objectives listed above. A colour coded scoring system has been used to show the effects that the Local Plan Preferred Options document is likely to have on each protected characteristics, as shown below.

Score	Description	Symbol
Significant Positive Effect	The approach contributes significantly to the achievement of the objective.	++
Minor Positive Effect	The approach contributes to the achievement of the objective but not significantly.	+

Score	Description	Symbol
Neutral	The approach does not have any effect on the achievement of the objective	<b>0</b>
Minor Negative Effect	The approach detracts from the achievement of the objective but not significantly.	<b>-</b>
Significant Negative Effect	The approach detracts significantly from the achievement of the objective.	<b>--</b>
No Relationship	There is no clear relationship between the approach and the achievement of the objective or the relationship is negligible.	<b>~</b>
Uncertain	The approach has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.	<b>?</b>

The results of the Assessment of policies are set out in **Tables J2 – J6**.

## Policy Assessment

Table J2 HIA of Strategic Policies

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
Strategic Policy S1 - Spatial Principles	+	++	+	+	?	+	The policy requires new development to be located at well-connected and sustainable locations as well as to be served by and effectively use existing and planned infrastructure. Further to this it requires development to avoid or manage flood risk and reduce carbon emissions. This will help to progress objectives relating to the provision of accessible/ well-connected and sustainable development and environmental sustainability.
Strategic Policy S2 - Climate Change & Flood Risk	+	+	++	+	?	+	The policy relates to climate change mitigation and adaptation to address the move to a net zero carbon future for Chelmsford. This will significantly progress the environmental sustainability objective through reducing greenhouse gas emissions, encouraging opportunities for renewable energy generation and minimising flood risk. It is also likely to benefit other objectives through seeking development that reduces the need to travel and provides for active and sustainable transport modes.
Strategic Policy S14 - Health and Wellbeing	++	++	++	++	++	++	The policy is likely to significantly progress all of the objectives as it directly relates to health and wellbeing. There is the potential to strengthen the policy in relation to the environmental sustainability objective through reference to noise impacts.
Strategic Policy S15 - Creating successful places	++	+	+	+	0	++	The policy supports development that is designed to be attractive, high quality, accessible, inclusive and safe. This is likely to significantly progress the objectives relating to the design and accessibility of new homes and employment and progress the majority of other objectives.

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
Strategic Policy S3 - Historic environment	0	0	0	0	0	0	The policy seeks to conserve and enhance the historic environment and does not currently directly progress any of the objectives. There is the potential to strengthen the policy and help to progress the objectives through seeking improved access to the historic environment, which could have a positive effect on the wellbeing of communities.
Strategic Policy S4 - Natural environment	+	0	+	0	0	+	The policy seeks to conserve and enhance the natural environment, seeking to plan for a well-connected multifunctional network of green and blue infrastructure which protects, enhances and restores ecosystems. The delivery of a well-connected multifunctional network of green and blue infrastructure will progress objectives relating to design, accessibility and environmental sustainability.
Strategic Policy S5 - Community Assets	+	+	0	++	+	+	The policy protects and enhances community assets, seeking to ensure that new or extended facilities are accessible to the communities they serve and by a range of active and sustainable transport modes. It also seeks to protect existing community assets from inappropriate changes of use or redevelopment. The policy will significantly progress the objective for supporting communities.
Strategic Policy S6 - Housing & employment requirement	+	0	+/-	+	0	+	The policy sets out the housing and employment requirement for the period 2022 - 2041. It will help to progress a number of the objectives through the delivery of new homes (including affordable homes), employment opportunities and community infrastructure. The delivery of homes, employment and associated infrastructure has the potential to have impacts on the health and wellbeing of communities through increased disturbance and the potential loss of green infrastructure. The other policies in the plan should help to mitigate these impacts so they are not significant.
Strategic Policy S7 - Spatial strategy	+	0	?	+	0	+	This policy sets out the spatial strategy for how the housing and employment requirements will be delivered. It is likely to progress or hinder the objectives in a similar way to the housing and employment requirement policy above.

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
Strategic Policy S8 - Economic growth	0	0	+/-	0	0	++	This policy relates to the delivery of economic growth. It likely to significantly progress objective 6 through improving access to employment opportunities and seeking to improve local skills. It is also likely to progress objective 3 as it seeks to encourage the growing clean energy economy. Conversely, the delivery of new employment and associated infrastructure has the potential to have impacts on the health and wellbeing of communities through increased disturbance and the potential loss of green infrastructure.
Strategic Policy S16 - Connectivity and travel	+	++	+	+	0	+	This policy will help to significantly progress the objective relating to an active environment and connectivity. It requires development to be designed to prioritise and maximise opportunities for active and sustainable transport and movement. This is also likely to benefit objectives 1 and 6 as well as indirectly objective 3 indirectly through improvements to air quality by encouraging the use of active and sustainable transport modes.
Strategic Policy S9 - Infrastructure requirements	+	+	+	+	0	+	The policy helps to progress the majority of objectives through improving accessibility to infrastructure, services and facilities. It requires new development to be supported by active and sustainable transport modes, address flood risk and provide new community facilities.
Strategic Policy S10 - Securing infrastructure and impact mitigation	+	+	+	+	0	+	The policy relates to the timing of infrastructure delivery and financing. It is closely linked to the policy above and is therefore considered to have a similar impact in terms of progressing objectives.
Strategic Policy S11 - Role of the countryside	0	0	0	0	0	0	The policy is unlikely to progress or hinder any of the objectives as it relates to the determination of development within the countryside.

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
Strategic Policy S12 - Role of centres	0	+	0	+	0	+	The policy sets out the role of city, town and neighbourhood centres. It will help to protect existing centres and the facilities on offer to communities helping to progress objectives 2, 4 and 6.
Strategic Policy S17 - Future of Chelmsford City Centre	+	+	+	+	0	+	The policy sets out the principles for any new city centre development. This includes improving business links to the university and education sector; the provision of new multi-functional open space and green infrastructure and demonstrating how sustainable and active travel will be promoted. This will help to progress the majority of objectives.
Strategic Policy S13 - Monitoring & review	~	~	~	~	~	~	The policy relates to the monitoring and review of the plan and will not progress or hinder any of the objectives.
<p><b>Summary:</b></p> <p>Overall, the strategic policies will help to support and progress the HIA objectives by improving access to new homes, employment opportunities and associated infrastructure. The policies encourage high quality design and active and sustainable travel, the protection and enhancement of the environment, community facilities and the delivery of multi-functional open spaces and green infrastructure. Strategic Policy S14 (Health and Wellbeing) is likely to significantly progress all of the objectives as it directly relates to health and wellbeing. It sets out a commitment to improving the health and wellbeing of residents and communities, promoting more active and healthier lifestyles, creating healthy living environments and reducing health inequalities through high-quality placemaking. The delivery of the new infrastructure can have temporary negative effects on the health and well-being of existing communities; through increased disturbance (noise), reduced local air quality as a result of increased traffic emissions and dust and the loss of existing open/ green spaces. The strategic policies in conjunction with other Local Plan policies provide sufficient mitigation to ensure that there are no residual significant negative effects on the HIA objectives.</p>							

Table J3 HIA of Growth and Special Area Policies

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
Growth Area Policies for Central & Urban Chelmsford	++	++	+/-	++	?	++	<p>The policies propose a number of site allocations to deliver new housing, employment and associated infrastructure in the central and urban Chelmsford area. The policies/ allocations are likely to positively progress the majority of objectives through the delivery of new well-connected homes (including affordable homes), opportunities for employment and active travel as well as provision of or contribution to health, education, recreational facilities and multi-functional and accessible green infrastructure and open spaces. The proposed scale of development in conjunction with other Local Plan policies is likely to significantly progress objectives 1, 2, 4 and 6.</p> <p>The delivery of the new infrastructure could have temporary negative effects on the health and well-being of existing communities through increased disturbance (noise) and reduced local air quality as a result of increased traffic emissions and dust. There is also the potential for the loss of existing open and green spaces. However, it is considered that there is suitable mitigation available, including the phasing of development, standard construction related mitigation as well as the delivery of multi-functional open, green and recreational space, to ensure that these impacts are not significant.</p>
Growth Area Policies for West Chelmsford	++	++	+/-	++	?	++	<p>The policy proposes the delivery of a new neighbourhood in the West Chelmsford area. It is comprised of the delivery of 880 new homes, a neighbourhood centre, a new primary school and nursery. Alongside this the policy also requires the delivery of improvements to the local and strategic road network, appropriate sustainable modes of transport and the provision of/ financial contribution to recreational and healthcare facilities. This will help to progress the majority of objectives. The proposed scale of development in conjunction with other Local Plan policies is likely to significantly progress objectives 1, 2, 4 and 6.</p> <p>The delivery of the new infrastructure could have temporary negative effects on the health and well-being of existing communities through increased disturbance (noise) and reduced local air quality as a result of increased traffic emissions and dust. There is also the potential for the loss of existing open and green spaces. However, it is considered that there is suitable mitigation</p>

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
							available, including standard construction related mitigation and the policy requirement for the delivery of a coherent network of public open space and community space within the site, to ensure that these impacts are not significant.
Growth Area Policies for East of Chelmsford	++	++	+/-	++	?	++	<p>The four policies propose new housing, employment and associated infrastructure East of Chelmsford. The delivery of this alongside a new Country Park, wider green infrastructure and open space, new and enhanced active travel routes, financial contributions to education and health services are likely to progress the majority of objectives. The proposed scale of development in conjunction with other Local Plan policies is likely to significantly progress objectives 1, 2, 4 and 6.</p> <p>The delivery of the new infrastructure could have temporary negative effects on the health and well-being of existing communities through increased disturbance (noise) and reduced local air quality as a result of increased traffic emissions and dust. There is also the potential for the loss of existing open and green spaces. However, it is considered that there is suitable mitigation available, including standard construction related mitigation and the policy requirement for the delivery of a new Country Park, to ensure that these impacts are not significant.</p>
Growth Area Policies for Galleywood	+	+	+	+	?	+	The policy proposes the delivery of approximately 24 new affordable homes at Galleywood, a Key Service Settlement. It also proposes a number of site development principles and infrastructure requirements that include new and enhanced cycle routes and footpaths, financial contributions towards education and early years childcare provision and recreational facilities. The proposed development in conjunction with other Local Plan policies is likely to progress objectives 1, 2, 3, 4 and 6. Given the scale of proposed development there is less likely to be negative impacts associated with construction on existing communities in relation to environmental sustainability.
Growth Area Policies for Writtle	+	+	+/-	+	?	+	The policy proposes the delivery of approximately 25 new homes at Writtle, a Key Service Settlement. It also proposes a number of site development principles and infrastructure requirements that include new and enhanced cycle routes and footpaths, financial contributions towards education and early years childcare as well as health provision and recreational facilities. The proposed development in conjunction with other Local Plan policies is likely to progress

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
							objectives 1, 2, 3, 4 and 6. Given the scale of proposed development there is less likely to be negative impacts associated with construction on existing communities in relation to environmental sustainability.
Growth Area Policies for North Chelmsford	++	++	+/-	++	?	++	<p>This growth area includes nine policies proposing allocations in five different locations. The largest of these is North East Chelmsford (Strategic Growth Site Policy 6) proposing the delivery of a new garden community consisting of approx. 6,250 new homes, 9ha of employment land and associated infrastructure. This includes a new Country Park, four new mixed use village centres, new education facilities (three new primary schools, a new all-through school and two nurseries) and community space and significant new multi-functional green infrastructure. Other strategic housing site policies include the delivery of 750 new homes (Strategic Growth Site Policy 7a), 190 new homes (Strategic Growth Site Policy 7b), 100 new homes (Strategic Growth Site Policy 7c), 512 new homes (Strategic Growth Site Policy 8) and associated infrastructure. As part of such a relatively large-scale, integrated development, there will be opportunities to deliver homes which meet the needs of those who require starter homes or specialist accommodation. There are also two small residential site allocations for 20 homes each (Growth Site Policies 14 and 14b) and two employment site allocations for 3,500sqm B2/B8 (Growth Site 9a) and 6,000sqm B2/B8 (Strategic Growth Site 15).</p> <p>The proposed scale of development in conjunction with other Local Plan policies is likely to significantly progress objectives 1, 2, 4 and 6. The delivery of the new infrastructure could have temporary negative effects on the health and well-being of existing communities through increased disturbance (noise) and reduced local air quality as a result of increased traffic emissions and dust. There is also the potential for the loss of existing open and green spaces. However, it is considered that there is suitable mitigation available, including standard construction related mitigation and the policy requirement for the delivery of a new Country Park, to ensure that these impacts are not significant.</p>
Growth Area Policies for	++	++	+/-	++	?	++	There are ten site allocation policies relating to proposed development in six locations, East Chelmsford, land adjacent to A12 junction 18, north of south Woodham Ferrers, Bicknacre, East

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
South and East Chelmsford							<p>Hanningfield and Danbury. Strategic Growth Policy 16a East Chelmsford proposes the largest scale of growth with 3,000 homes and 43,000sqm of new employment floorspace, a Country Park, neighbourhood centres and schools. Strategic Growth Policy 16b will also deliver 43,000sqm new employment floorspace by junction 18 of the A12. Strategic Growth Policy 10 will deliver 1,220 new homes, employment and associated infrastructure (including a potential new primary school and a neighbourhood centre) north of south Woodham Ferrers. As part of such a relatively large-scale, integrated development, there will be opportunities to deliver homes which meet the needs of those who require starter homes or specialist accommodation. Smaller residential allocations include four sites at Bicknacre for 42, 20, 20 and 32 homes respectively (Growth Sites 11a, 11b, 11c and 12), two sites in East Hanningfield for 15 and 20 homes respectively (Growth Sites 17a and b) and Danbury (100 homes, Growth Site 13).</p> <p>The proposed scale of development proposed across the policies in conjunction with other Local Plan policies is likely to significantly progress objectives 1, 2, 4 and 6. The delivery of the new infrastructure could have temporary negative effects on the health and well-being of existing communities through increased disturbance (noise) and reduced local air quality as a result of increased traffic emissions and dust. There is also the potential for the loss of existing open and green spaces. However, it is considered that there is suitable mitigation available, including standard construction related mitigation and other policy and wider plan policy mitigation, to ensure that these impacts are not significant.</p>
Special Policy Areas	0	+	0	+	0	+	<p>There are six policies that designate Special Policy Areas (SPA), which lie outside the built-up areas, where ordinarily policy would constrain new development. The SPA designation enables the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. Of particular relevance is Policy SDM29, which supports the role, function and operation of Broomfield Hospital. Overall, the policies support objectives 2, 4 and 6 and are not likely to support or hinder the other objectives.</p>
<b>Summary:</b>							

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
<p>The growth area policies propose the delivery of housing, employment and associated infrastructure across a number of sites. The delivery of strategic scale infrastructure will significantly progress the HIA objectives through improved access to good quality homes (including affordable homes), employment opportunities, community facilities (including education and health services) and greater opportunities for active and sustainable travel. The policies also require the provision of accessible and multi-functional open/ green spaces and the provision or contributions to new or enhanced recreational facilities. The delivery of the new infrastructure can have temporary negative effects on the health and well-being of existing communities; through increased disturbance (noise), reduced local air quality as a result of increased traffic emissions and dust and the loss of existing open/ green spaces. The growth area policies in conjunction with other Local Plan policies provide sufficient mitigation to ensure that there are no residual significant negative effects on the HIA objectives. There is the opportunity to strengthen the strategic growth policies in relation to HIA objective 5, through the requirement for the delivery of communal food growing opportunities in strategic scale development, such as allotments or community orchards. The policies relating to Special Policy Areas (SPA) are likely to progress HIA objectives 2, 4 and 6 as they allow for the continued operation and function of key facilities, including Broomfield Hospital.</p>							

**Table J4 HIA of Development Management Policies**

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
Policy DM1 - Size and type of housing	++	0	0	0	0	0	The policy requires an appropriate mix of dwelling types and sizes, that they are constructed to be accessible and adaptable and that a proportion of affordable homes are built for wheelchair users. This is likely to significantly progress objective 1 and is not likely to progress or hinder the other objectives.
Policy DM2 - Affordable housing and rural exception sites	++	0	0	0	0	0	The policy sets out the requirement for the delivery of affordable homes, including the delivery of a suitable mix, size and type of affordable homes. This is likely to significantly progress objective 1 and is not likely to progress or hinder the other objectives.
Policy DM3 - Gypsy, Traveller & Travelling Showpeople	+	+	+/?	+	?	?	The policy sets out the requirements for any proposals to deliver accommodation for Gypsy, Traveller or Travelling Showpeople. It requires that sites are a reasonable travelling distance from community services and facilities and that there is no significant risk of flooding. It is assumed that community services and facilities also include healthcare, education and recreational areas, although this is not specifically stated in the policy. This is likely to progress objectives 1 to 4 with uncertainty in relation to objectives 5 and 6 as there is no reference to the provision of allotments or access to employment.
Policy DM4 - Employment Areas and Rural Employment Areas	0	0	0	0	0	0	The policy sets out the requirements for proposing a change of use of employment. It will progress objective 6 as it seeks to retain employment uses where possible. It is not likely to progress or hinder the other objectives.
Policy DM5 - Designated Centres	0	0	?	+	0	0	The policy identifies the various centres and seeks to enhance and retain retail uses where possible. This will help to progress objective 4 and is not likely to progress or hinder the other objectives.

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
Policy DM6 - New Development in the Green Belt	+	0	?	0	0	+	This policy relates to development in the Green Belt and allows development to deliver limited affordable housing to meet local needs, the provision of recreational facilities and buildings to support growth of existing agriculture or forestry businesses. This is likely to progress objective 1 and 6 and is not likely to progress or hinder the other objectives.
Policy DM7 - New Buildings and Structures in the Green Wedge	+	+	?	+	0	+	The policy relates to the granting of planning permission for new buildings in the Green Wedge and allows for the delivery of limited affordable housing, local community and recreational facilities, active travel and buildings associated with existing agriculture or forestry businesses. Policy is likely to progress objectives 1, 2, 4 and 6.
Policy DM8 - New Buildings and Structures in the Rural Area	+	+	?	+	0	+	The policy relates to the granting of planning permission for new buildings in the rural area. It is likely to progress the objectives in a similar way to the policy above.
Policy DM9 - Infilling in the Green Belt, Green Wedge and Rural Area	0	0	0	0	0	0	The policy is not considered likely to progress or hinder any of the objectives as it relates to infilling in the Green Belt, Green Wedge and Rural Area.
Policy DM10 - Change of Land Use and Engineering Options	0	0	0	0	0	0	The policy relates to the granting of planning permission for the change of use of buildings in the Green Belt, Green Wedge and Rural Area. The policy is not likely to progress or hinder any of the objectives.

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
Policy DM11 - Extensions to Existing Buildings	0	0	0	0	0	0	The extension of buildings in the Green Belt, Green Wedge and Rural Area is not likely to progress or hinder any of the objectives.
Policy DM12 - Rural and Agricultural/ Forestry Workers' Dwellings	+	0	0	0	0	0	The policy allows for the delivery of dwellings for agricultural and forestry workers subject to a number of conditions. This will help to progress objective 1 but will not progress or hinder any of the other objectives.
Policy DM13 - Designated Heritage Assets	0	0	0	0	0	0	This policy is not likely to progress or hinder the objectives as it specifically relates to the protection of designated heritage assets.
Policy DM14 - Non-Designated Heritage Assets	0	0	0	0	0	0	This policy is not likely to progress or hinder the objectives as it specifically relates to the protection of non-designated heritage assets.
Policy DM15 - Archaeology	0	0	0	0	0	0	This policy is not likely to progress or hinder the objectives as it specifically relates to the protection of archaeology.
Policy DM16 - Protection and Promotion of	0	0	0	0	0	0	This policy is not likely to progress or hinder the objectives as it specifically relates to the protection and enhancement of biodiversity.

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
Ecology, Nature and Biodiversity							
Policy DM17 - Trees, Woodland and Landscape Features	0	0	+	0	0	0	The policy seeks to protect trees/ woodland and other landscape features. It also requires the planting of three new trees for each new dwelling delivered and a significant number of new trees for all new strategic scale employment and infrastructure development. This could help to progress the environmental sustainability objective and is not likely to affect the other objectives.
Policy DM18 - Flooding/ SuDS	0	0	+	0	0	0	The policy allows development where it can be demonstrated that the site is safe from all types of flooding and does not worsen flooding elsewhere. It also requires all new development to incorporate sustainable drainage systems. This could help to progress the environmental sustainability objective and is not likely to affect the other objectives.
Policy DM19 - Renewable and Low Carbon Energy	0	0	+	0	0	0	The policy supports the delivery of renewable and low carbon energy subject to a number of conditions. This could help to progress the environmental sustainability objective and is not likely to affect the other objectives.
Policy DM20 - Delivering Community Facilities	0	0	0	+	0	0	The policy relates to planning permission for new or extensions to existing community facilities and services to support the local community. This is likely to support objective 4 through the provision of community facilities. It is not likely to progress or hinder the other objectives.
Policy DM21 - Protecting Community Facilities	0	0	0	+	0	0	The policy seeks to protect existing community facilities and is therefore likely to progress objective 4. It is not likely to progress or hinder any other objectives.

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
Policy DM22 - Education Establishments	0	0	0	0	0	+	The policy seeks to protect existing education establishments from change of uses and supports their extension or expansion subject to other criteria in the Local Plan. This is likely to progress objective 6 and is not likely to progress or hinder the other objectives.
Policy DM23 - High Quality and Inclusive Design	+	0	0	0	0	0	The policy sets out criteria for the design of new development and is likely to progress objective 1. It is not likely to progress or hinder any other objectives.
Policy DM24 - Design and Place Shaping Principles in Major Developments	++	+	+	+	0	0	The policy requires all new major development to be of high quality built form and urban design and sets out a number of principles. This includes: creating well-connected places that prioritise the needs of pedestrians, cyclists and public transport; encourages building design that minimises energy consumption and resilience to climate change; provides public open space and green infrastructure and promotes healthy living and improved health and wellbeing. This will positively progress a number of the objectives, in particular objective 1 which relates to design.
Policy DM25 - Sustainable Buildings	+	0	+	0	0	0	The policy expects all new buildings to incorporate sustainable design features to reduce emissions and the use of natural resources. This has potential to progress objective 1 relating to design and objective 3 relating to environmental sustainability. The policy is not likely to progress or hinder any of the other objectives.
Policy DM26 - Design Specification for Dwellings	+	0	0	0	0	0	The policy requires all new dwellings to achieve suitable privacy and living environment as well as sufficient private amenity space. This is important for the health and wellbeing of future residents and is likely to progress objective 1. It is not likely to impact the other objectives.

Policies	HIA Objectives						Commentary
	1: Design of homes and spaces	2: Active environment and connectivity	3: Environmental Sustainability	4: Supporting Communities	5: Access to sustainable and healthier food environments	6: Improving access to education, skills and employment	
Policy DM27 - Parking Standards	0	0	0	0	0	0	The policy relates to parking standards and is not likely to impact any of the objectives.
Policy DM28 - Tall Buildings	0	0	0	0	0	0	The policy relates to tall buildings, particularly their impact on the landscape, townscape and views. It is not likely to impact on any of the objectives.
Policy DM29 - Protecting Living and Working Environments	0	0	+	0	0	0	The policy seeks to safeguard the living environment for existing communities, ensuring new development is compatible with neighbouring uses, not overlooking/ overshadowing existing buildings and does not result in excessive noise, activity and vehicle movements. This is likely to progress the objective relating to environmental sustainability.
Policy DM30 - Contamination and Pollution	0	0	+	0	0	0	The policy relates to planning permission for development on or near to contaminated land or an Air Quality Management Area. This is likely to progress the objective relating to environmental sustainability.
Policy DM31 – Net Zero Carbon (in operation)	+	0	+	0	0	0	The policy relates to the standards expected of new development in helping to deliver the aspiration for net zero carbon. This is likely to progress the objectives relating to the design of homes and environmental sustainability.
<p><b>Summary:</b></p> <p>The development management policies often relate to a specific issue and therefore progress a particular HIA objective. In general, the majority of them are not likely to progress or hinder the HIA objectives given the nature of the policies. Policies DM1, DM2, DM24 and DM31 are likely to significantly progress HIA objective 1 relating to design of homes. The policies require an appropriate mix of dwelling types and sizes, the delivery of affordable homes and high quality built form and urban design. None of the policies were identified as having the potential to have significant negative effects on the HIA objectives.</p>							



**APPENDIX J – HEALTH IMPACT ASSESSMENT**

**APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES**

**Key to Assessment**

Score	Description	Symbol
Significant Positive Effect	The approach contributes significantly to the achievement of the objective.	++
Minor Positive Effect	The approach contributes to the achievement of the objective but not significantly.	+
Neutral	The approach does not have any effect on the achievement of the objective	0
Minor Negative Effect	The approach detracts from the achievement of the objective but not significantly.	-
Significant Negative Effect	The approach detracts significantly from the achievement of the objective.	--
No Relationship	There is no clear relationship between the approach and the achievement of the objective or the relationship is negligible.	~
Uncertain	The approach has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an assessment to be made.	?

NB: where more than one symbol/colour is presented in a box it indicates that the assessment has identified both positive and negative effects. Where a box is coloured but also contains a '?', this indicates uncertainty over whether the effect could be a minor or significant effect although a professional judgement is expressed in the colour used. A conclusion of uncertainty arises where there is insufficient evidence for expert judgement to conclude an effect.

**Note: Reflecting the review of the Adopted Local Plan, many of the mitigation measures recommended are already reflected in policy. As such, the recommendations act as a checklist against which the policies and proposals of the Review of the Adopted Local Plan can be assessed.**

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
<p>1. Biodiversity and Geodiversity: To conserve and enhance biodiversity and geodiversity and promote improvements to the multifunctional green infrastructure network.</p>	<p><b>Likely Significant Effects</b></p> <p>The Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Special Protection Area (SPA), Ramsar and Site of Special Scientific Interest (SSSI) and the Essex Estuaries Special Area of Conservation (SAC) extend around three sides of South Woodham Ferrers. There are also a number of SSSIs to the east and west of the Chelmsford Urban Area (including Newney Green Pit to the west and Blake's Wood &amp; Lingwood Common, Woodham Walter Common and Danbury Common to the east) and to the south of Great Leighs (the River Ter SSSI). In addition to these European and nationally designated sites, there are a number of Local Nature Reserves (LNRs), Essex Wildlife Trust Nature Reserves and Wildlife Sites within and adjacent to the settlements including a Wildlife Site to the north of South Woodham Ferrers. Whilst it is assumed that new development would not be located on land designated for nature conservation, there is the</p>	<p><b>Likely Significant Effects</b></p> <p>The Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Special Protection Area (SPA), Ramsar and Site of Special Scientific Interest (SSSI) and the Essex Estuaries Special Area of Conservation (SAC) extend around three sides of South Woodham Ferrers. There are also a number of SSSIs to the east and west of the Chelmsford Urban Area (including Newney Green Pit to the west and Blake's Wood &amp; Lingwood Common, Woodham Walter Common and Danbury Common to the east). In addition to these European and nationally designated sites, there are a number of Local Nature Reserves (LNRs), Essex Wildlife Trust Nature Reserves and Wildlife Sites within and adjacent to the settlements including a Wildlife Site to the north of South Woodham Ferrers. Whilst it is assumed that new development would not be located on land designated for nature conservation, there is the potential for indirect adverse effects on these sites (for example, due to disturbance</p>	<p><b>Likely Significant Effects</b></p> <p>Approach C would result in reduced growth at locations adjacent or close to the Chelmsford Urban Area and the towns of South Woodham Ferrers and Braintree (Great Leighs) with the remaining development being directed to the key villages. There would be the potential for indirect effects on European and nationally designated conservation sites. By directing additional development across a wider area, this approach could place additional pressure on wildlife sites such as Danbury Common, Blake's Wood &amp; Lingwood Common, Woodham Walter Common and Danbury Common SSSIs. However, this would be dependent on the exact location of future development, the proximity of the development to the designated sites and the ease of access to the sites, which is currently unknown.</p> <p>This approach would also support brownfield development in the urban area. However, a substantial area of greenfield land would still be required to accommodate growth. Allied</p>	<p><b>Likely Significant Effects</b></p> <p>Under this approach there would be the potential for development to result in indirect adverse effects on designated nature conservation sites. Additionally, directing growth along transport corridors (such as at Rettendon) may place further pressure on the Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA, Ramsar and SSSI and the Essex Estuaries Special Area of Conservation (SAC). However, this would be dependent on the exact location of future development, the proximity of the development to the designated sites and the ease of access to the sites, which is currently unknown.</p> <p>This approach would also support brownfield development in the urban area. However, a substantial area of greenfield land would still be required to accommodate growth. Allied with infrastructure development, this will have a negative effect in relation to this objective (e.g. due to the direct loss of habitat or adverse impacts such as noise and emissions associated</p>	<p><b>Likely Significant Effects</b></p> <p>There are a number of SSSIs to the east and west of the Chelmsford Urban Area (including Newney Green Pit to the west and Blake's Wood &amp; Lingwood Common, Woodham Walter Common and Danbury Common to the east). In addition to these European and nationally designated sites, there are a number of Local Nature Reserves (LNRs), Essex Wildlife Trust Nature Reserves and Wildlife Sites within and adjacent to the settlements Blake's Wood and Lingwood Common SSSI which lies to the east of Hammonds Farm. Whilst it is assumed that new development would not be located on land designated for nature conservation, there is the potential for indirect adverse effects on these sites (for example, due to disturbance arising from increased recreational activity and wild bird and mammal loss from cat predation).</p> <p>The approach would support the redevelopment of brownfield sites in the Chelmsford Urban</p>

**APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES**

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<p>potential for indirect adverse effects on these sites (for example, due to disturbance arising from increased recreational activity and wild bird and mammal loss from cat predation).</p> <p>The approach would support the redevelopment of brownfield sites in the Chelmsford Urban Area. Whilst brownfield land can have significant biodiversity value, it is considered that, on balance, development of brownfield sites will help minimise the risk of both direct (e.g. the loss of habitat) and indirect (e.g. noise and emissions) impacts on habitats and species. Notwithstanding the above, development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area means that greenfield land adjacent to the urban areas of Chelmsford will be required (it is also noted that new development in other locations to meet local needs and Plan-wide needs. Associated infrastructure development will have a negative effect in relation to this objective (e.g. due to the direct loss of habitat or adverse impacts such as noise and emissions associated with the</p>	<p>arising from increased recreational activity and wild bird and mammal loss from cat predation).</p> <p>The approach would support the redevelopment of brownfield sites in the Chelmsford Urban Area. Whilst brownfield land can have significant biodiversity value although it is considered that, on balance, development of brownfield sites will help minimise the risk of both direct (e.g. the loss of habitat) and indirect (e.g. noise and emissions) impacts on habitats and species. Notwithstanding the above, development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area means that greenfield land adjacent to the urban areas of Chelmsford will be required (it is also noted that new development in other locations to meet local needs and Plan-wide needs. Associated infrastructure development will have a negative effect in relation to this objective (e.g. due to the direct loss of habitat or adverse impacts such as noise and emissions associated with the construction and operation of new development). The magnitude of any negative</p>	<p>with infrastructure development, this will have a negative effect in relation to this objective (e.g. due to the direct loss of habitat or adverse impacts such as noise and emissions associated with the construction and occupation of new development). Whilst there is the potential for adverse effects in this regard to be increased (given the more rural location of likely development sites), the magnitude of any negative effects will be dependent on the scale of greenfield land lost to development and the existing biodiversity value of sites.</p> <p>The Green Wedge within the City Area and the potential for new green buffers could help to both minimise adverse effects on biodiversity associated with new development and deliver enhancements by extending the City Area's green infrastructure network.</p> <p>Overall, Approach C has been assessed as having a mixed positive and negative effect on this objective. However, due to the potential for adverse effects on designated sites and expected scale of greenfield land required to support growth, the magnitude of negative effect on this objective is uncertain at this stage.</p> <p><b>Mitigation</b></p>	<p>with the construction and occupation of new development). Whilst there is the potential for adverse effects in this regard to be increased (given the more rural location of likely development sites), the magnitude of any negative effects will be dependent on the scale of greenfield land lost to development and the existing biodiversity value of sites.</p> <p>Overall, Approach D has been assessed as having a mixed positive and negative effect on this objective. However, due to the potential for adverse effects on designated sites and the expected scale of greenfield land required to support growth, the magnitude of negative effect on this objective is uncertain at this stage.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should continue to prompt good design principles as a fundamental part of new development.</li> <li>Local Plan policies and proposals should seek to avoid negative effects on the City Area's biodiversity assets and identify opportunities for enhancing their quality where appropriate.</li> </ul>	<p>Area. Whilst brownfield land can have significant biodiversity value although it is considered that, on balance, development of brownfield sites will help minimise the risk of both direct (e.g. the loss of habitat) and indirect (e.g. noise and emissions) impacts on habitats and species. Notwithstanding the above, development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area means that greenfield land adjacent to the urban areas of Chelmsford will be required (it is also noted that new development in other locations to meet local needs and Plan-wide needs. Associated infrastructure development will have a negative effect in relation to this objective (e.g. due to the direct loss of habitat or adverse impacts such as noise and emissions associated with the construction and operation of new development). The magnitude of any negative effects in this regard will be dependent on the existing biodiversity value of sites.</p> <p>The maintenance of the existing Green Wedge within the City Area along with well-designed new developments will help to</p>

APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<p>construction and operation of new development). The magnitude of any negative effects in this regard will be dependent on the existing biodiversity value of sites.</p> <p>The maintenance of the existing Green Wedge within the City Area along with well-designed new developments will help to minimise adverse effects on biodiversity associated with new development and deliver enhancements by extending the City Area's green infrastructure network.</p> <p>Overall, the approach has been assessed as having a mixed positive and negative effect on this objective. However, due to the potential for adverse effects on designated sites and the expected scale of greenfield land required to support growth, the magnitude of negative effect on this objective is uncertain.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should continue to prompt good design principles as a fundamental part of new development.</li> <li>Local Plan policies and proposals should seek to avoid negative effects on the City Area's biodiversity assets and identify opportunities for enhancing</li> </ul>	<p>effects in this regard will be dependent on the existing biodiversity value of sites.</p> <p>The maintenance of the existing Green Wedge within the City Area along with well-designed new developments will help to minimise adverse effects on biodiversity associated with new development and deliver enhancements by extending the City Area's green infrastructure network.</p> <p>Overall, the approach has been assessed as having a mixed positive and negative effect on this objective. However, due to the potential for adverse effects on designated sites and the expected scale of greenfield land required to support growth, the magnitude of negative effect on this objective is uncertain.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should continue to prompt good design principles as a fundamental part of new development.</li> <li>Local Plan policies and proposals should seek to avoid negative effects on the City Area's biodiversity assets and identify opportunities for enhancing their quality where appropriate.</li> </ul>	<ul style="list-style-type: none"> <li>Local Plan policies should continue to prompt good design principles as a fundamental part of new development.</li> <li>Local Plan policies and proposals should seek to avoid negative effects on the City Area's biodiversity assets and identify opportunities for enhancing their quality where appropriate.</li> <li>Careful consideration should be given to appropriate mitigation to avoid adverse impacts on designated sites.</li> <li>Local Plan policies should continue to promote a network of green infrastructure assets, closely linked with existing and new development.</li> <li>Mitigation initiatives such as the Essex Coast RAMS should be supported.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that new development would not be located on land designated for nature conservation.</li> <li>It is assumed that, on balance, the biodiversity value of brownfield sites is less than that of greenfield land.</li> </ul>	<ul style="list-style-type: none"> <li>Careful consideration should be given to appropriate mitigation to avoid adverse impacts on designated sites.</li> <li>Local Plan policies should continue to promote a network of green infrastructure assets, closely linked with existing and new development.</li> <li>Mitigation initiatives such as the Essex Coast RAMS should be supported.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that new development would not be located on land designated for nature conservation.</li> <li>It is assumed that, on balance, the biodiversity value of brownfield sites is less than that of greenfield land.</li> <li>It is assumed that strategic developments will be based on accepted principles of good design.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The exact location of future development at each settlement is unknown at this stage.</li> </ul>	<p>minimise adverse effects on biodiversity associated with new development and deliver enhancements by extending the City Area's green infrastructure network.</p> <p>Overall, the approach has been assessed as having a mixed positive and negative effect on this objective. However, due to the potential for adverse effects on designated sites and the expected scale of greenfield land required to support growth, the magnitude of negative effect on this objective is uncertain.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should continue to prompt good design principles as a fundamental part of new development.</li> <li>Local Plan policies and proposals should seek to avoid negative effects on the City Area's biodiversity assets and identify opportunities for enhancing their quality where appropriate.</li> <li>Careful consideration should be given to appropriate mitigation to avoid adverse impacts on designated sites.</li> <li>Local Plan policies should continue to promote a network of green</li> </ul>

**APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES**

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<p>their quality where appropriate.</p> <ul style="list-style-type: none"> <li>Careful consideration should be given to appropriate mitigation to avoid adverse impacts on designated sites.</li> <li>Local Plan policies should continue to promote a network of green infrastructure assets, closely linked with existing and new development.</li> <li>Mitigation initiatives such as the Essex Coast RAMS should be supported.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that new development would not be located on land designated for nature conservation.</li> <li>It is assumed that, on balance, the biodiversity value of brownfield sites is less than that of greenfield land.</li> <li>It is assumed that strategic developments will be based on accepted principles of good design.</li> </ul> <p><b>Uncertainties</b></p> <p>The exact location of future development at each settlement is unknown at this stage.</p>	<ul style="list-style-type: none"> <li>Careful consideration should be given to appropriate mitigation to avoid adverse impacts on designated sites.</li> <li>Local Plan policies should continue to promote a network of green infrastructure assets, closely linked with existing and new development.</li> <li>Mitigation initiatives such as the Essex Coast RAMS should be supported.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that new development would not be located on land designated for nature conservation.</li> <li>It is assumed that, on balance, the biodiversity value of brownfield sites is less than that of greenfield land.</li> <li>It is assumed that strategic developments will be based on accepted principles of good design.</li> </ul> <p><b>Uncertainties</b></p> <p>The exact location of future development at each settlement is unknown at this stage.</p>	<ul style="list-style-type: none"> <li>It is assumed that strategic developments will be based on accepted principles of good design.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The exact location of future development at each settlement is unknown at this stage.</li> </ul>		<p>infrastructure assets, closely linked with existing and new development.</p> <ul style="list-style-type: none"> <li>Mitigation initiatives such as the Essex Coast RAMS should be supported.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that new development would not be located on land designated for nature conservation.</li> <li>It is assumed that, on balance, the biodiversity value of brownfield sites is less than that of greenfield land.</li> <li>It is assumed that strategic developments will be based on accepted principles of good design.</li> </ul> <p><b>Uncertainties</b></p> <p>The exact location of future development at each settlement is unknown at this stage.</p>

APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
<p>2. Housing: To meet the housing needs of the Chelmsford City Area and deliver decent homes.</p>	<p><b>Likely Significant Effects</b></p> <p>This approach is capable of delivering the identified housing requirement through its spatial approach, including a range of strategic and locally-focused sites.</p> <p>Overall, this approach has been assessed as having a significant positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>	<p><b>Likely Significant Effects</b></p> <p>This approach is capable of delivering the identified housing requirement through its spatial approach, although directing development to urban areas could inhibit growth in smaller settlements across the City Area.</p> <p>Focusing development in urban areas may mean housing needs in some larger settlements are not met.</p> <p>Overall, this approach has been assessed as having a significant, uncertain positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The extent to which local needs in settlements across the City Area will be met.</li> </ul>	<p><b>Likely Significant Effects</b></p> <p>This approach is capable of delivering the identified housing requirement through its spatial approach.</p> <p>Local development can be allocated through relevant Neighbourhood Plans where appropriate and justified.</p> <p>Opportunities for small-scale rural exception sites providing affordable homes to meet identified local needs will also be supported.</p> <p>Overall, this approach has been assessed as having a significant positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul>	<p><b>Likely Significant Effects</b></p> <p>This approach is capable of delivering the identified housing requirement through its spatial approach, although directing development to transport corridor settlements could inhibit growth in smaller settlements across the City Area.</p> <p>Overall, this approach has been assessed as having a significant, uncertain positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The extent to which local needs in settlements across the City Area will be met.</li> </ul>	<p><b>Likely Significant Effects</b></p> <p>This approach is capable of delivering the identified housing requirement through its spatial approach. However, the concentration of development in large developments could inhibit growth in smaller settlements across the City Area.</p> <p>Overall, this approach has been assessed as having a significant, uncertain positive effect on this objective.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The extent to which local needs in settlements across the City Area will be met.</li> </ul>

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Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
<p>3. Economy, Skills and Employment: To achieve a strong and stable economy which offers rewarding and well located employment opportunities to everyone.</p>	<p><b>Likely Significant Effects</b></p> <p>Focusing employment growth within and on the edge of/in close proximity to the Chelmsford Urban Area and South Woodham Ferrers is expected to help ensure that the new employment opportunities created by employment development, as well as existing opportunities in the City Centre, town and London, are physically accessible to existing and prospective residents (although the extent to which job creation is locally significant will depend on the type of jobs created in the context of the local labour market and the recruitment policies of prospective employers). This reflects the existing transport links in these settlements and the size of the resident populations.</p> <p>Employment land provision (including for high tech uses), residential development and the delivery of supporting infrastructure within and adjacent to the Chelmsford Urban Area should ensure that the City continues to be a major driver of growth within the Heart of Essex sub-region.</p> <p><b>Mitigation</b></p>	<p><b>Likely Significant Effects</b></p> <p>This approach would focus employment growth (including retail provision) within the Chelmsford Urban Area as well as at strategic employment sites adjacent to the north eastern boundary of the Urban Area and to the north of South Woodham Ferrers.</p> <p>Focusing employment growth within and on the edge of the Chelmsford Urban Area and South Woodham Ferrers is expected to help ensure that the new employment opportunities created by employment development, as well as existing opportunities in the City Centre and town and London, are physically accessible to existing and prospective residents (although the extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market and the recruitment policies of prospective employers). This reflects the existing transport links in these settlements and the size of the resident populations.</p>	<p><b>Likely Significant Effects</b></p> <p>Under this approach residential development would be more dispersed throughout the City Area and including at settlements without major employers and which are less accessible to the City Centre. In consequence, prospective residents in these settlements would be likely to have poorer accessibility to employment opportunities.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.</p>	<p><b>Likely Significant Effects</b></p> <p>Additional opportunities for employment-related development at along transport corridors and at key junctions is likely to result in enhanced business and employment opportunities, benefitting the economic strength of the City as a whole.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.</p>	<p><b>Likely Significant Effects</b></p> <p>Employment land provision (including for high tech uses), residential development and the delivery of supporting infrastructure within and adjacent to the Chelmsford Urban Area should ensure that the City continues to be a major driver of growth within the Heart of Essex sub-region.</p> <p>Additional provision of employment opportunities at a new settlement would provide mixed use development resulting in benefits such as employment opportunities beyond the settlement itself.</p> <p>However, accessibility to employment opportunities may be restricted, reflecting the detached physical nature of a new settlement.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment</p>

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Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.</p>	<p>Employment land provision (including for high tech uses), residential development and the delivery of supporting infrastructure within and adjacent to the Chelmsford Urban Area should ensure that the City continues to be a major driver of growth within the Heart of Essex sub-region.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>The extent to which job creation is locally significant will depend on the type of jobs created (in the context of the local labour market) and the recruitment policies of prospective employers.</p>			<p>policies of prospective employers.</p>
<p>4. Sustainable Living and Revitalisation: To promote urban renaissance and support the vitality of rural centres, tackle deprivation and promote sustainable living.</p>	<p><b>Likely Significant Effects</b></p> <p>Focusing the majority of new residential and employment development in and adjacent to the Chelmsford Urban Area, to the north of South Woodham Ferrers and at key service settlements should ensure that prospective residents and workers have good access to key services and facilities by virtue of the wide range of</p>	<p><b>Likely Significant Effects</b></p> <p>Focusing the majority of new residential and employment development in and adjacent to the Chelmsford Urban Area and to the north of South Woodham Ferrers should ensure that prospective residents and workers have good access to key services and facilities by virtue of the wide range of services and facilities these</p>	<p><b>Likely Significant Effects</b></p> <p>A more dispersed approach, where the quantum of new development delivered within and adjacent to urban areas would be reduced, would lessen the potential benefits of growth to communities in urban areas. However, this approach would support a wider distribution of investment across the City Area and which would support those</p>	<p><b>Likely Significant Effects</b></p> <p>New residential and employment development in and adjacent to the Chelmsford Urban Area, to the north of South Woodham Ferrers should ensure that prospective residents and workers have good access to key services and facilities by virtue of the wide range of services and facilities these</p>	<p><b>Likely Significant Effects</b></p> <p>New residential and employment development in and adjacent to the Chelmsford Urban Area and at key service settlements should ensure that prospective residents and workers have good access to key services and facilities by virtue of the wide range of services and facilities these settlements provide and their good transport links. A new</p>

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Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<p>services and facilities these settlements provide and their good transport links. There is a risk that growth could place pressure on existing community facilities and services.</p> <p>There are pockets of deprivation across the Chelmsford City Area, predominantly focused within the Chelmsford Urban Area. By focusing development within and adjacent to the Chelmsford Urban Area the regeneration of brownfield sites and promotion of an urban renaissance, although this will be dependent on the exact location of development and the extent to which it supports wider regeneration initiatives and meets local needs.</p> <p>More broadly, it is anticipated that, in directing growth and investment towards/adjacent to urban areas, the approach will enhance the City Centre (including the public realm) and the vitality and viability of South Woodham Ferrers town centre. However, there is the potential for the approach to result in a lack of investment in other settlements including service settlements.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should ensure that new development supports specific regeneration</li> </ul>	<p>settlements provide and their good transport links.</p> <p>There is a risk that growth could place pressure on existing community facilities and services, However, the viability of existing shops, services and facilities could increase, commensurate with an increased local population. There are pockets of deprivation across the Chelmsford City Area, predominantly focused within the Chelmsford Urban Area. By focusing development within and adjacent to the Chelmsford Urban Area the regeneration of brownfield sites and promotion of an urban renaissance, although this will be dependent on the exact location of development and the extent to which it supports wider regeneration initiatives and meets local needs.</p> <p>More broadly, it is anticipated that, in directing growth and investment towards/adjacent to urban areas, this approach will enhance the City Centre (including the public realm) and the vitality and viability of South Woodham Ferrers town centre. However, this approach may result in a lack of investment in other settlements including secondary local centres and service villages and so in particular would not be consistent with those aspects of</p>	<p>aspects of the objective that relate to the vitality of rural centres.</p> <p>Whilst growth would be distributed to the City Area's larger villages which offer existing services and facilities, the accessibility of prospective residents to services and facilities is expected to be less under this approach with additional pressure on existing services and facilities. However, supporting infrastructure would be delivered including schools and healthcare facilities. This would be expected to help address increased demand arising from new development and could also benefit existing residents.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should ensure that new development supports specific regeneration opportunities where possible.</li> <li>Developer contributions towards key services and facilities should be sought where appropriate.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None at this stage.</li> </ul>	<p>settlements provide and their good transport links. However, this approach would direct some development to transport corridors, potentially reducing the benefits associated with focusing development within and adjacent to urban areas along with uncertainties over whether there can be adequate service provision in transport corridor-related development.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should ensure that new development supports specific regeneration opportunities where possible.</li> <li>Developer contributions towards key services and facilities should be sought where appropriate.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The effects of diverting investment away from areas needing, and would indirectly benefit from, regeneration.</li> </ul>	<p>settlement at Hammonds Farm could, however, mean that benefits in this regard are reduced as a large proportion of new development would be at greater distance from key services and facilities. However, a new settlement presents an opportunity to deliver a new sustainable neighbourhood with associated services and facilities.</p> <p>By focusing some development within and adjacent to the Chelmsford Urban Area, this approach will help to promote the regeneration of brownfield sites, and address deprivation in these wards, although this will be dependent on the exact location of development and the extent to which it supports wider regeneration initiatives.</p> <p>There is the potential for this approach to result in a lack of investment in other settlements including service settlements,. Further, the delivery of a new settlement could provide a new hub for rural areas, serving villages to the south east of Chelmsford and reducing reliance on services and facilities in the Chelmsford Urban Area, in turn reducing the effectiveness of regeneration initiatives.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should ensure that new</li> </ul>

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Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Urban Areas	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<p>opportunities where possible.</p> <ul style="list-style-type: none"> <li>Developer contributions towards key services and facilities should be sought where appropriate.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Ensuring the scale, type and continuity of service provision, particularly for new communities.</li> </ul>	<p>the objective that seek to support rural vitality.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should ensure that new development supports specific regeneration opportunities where possible.</li> <li>Developer contributions towards key services and facilities should be sought where appropriate.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None at this stage.</li> </ul>			<p>development supports specific regeneration opportunities where possible.</p> <ul style="list-style-type: none"> <li>Developer contributions towards key services and facilities should be sought where appropriate.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None at this stage.</li> </ul>
<p>5. Health and Wellbeing: To improve the health and wellbeing of those living and working in the Chelmsford City area.</p>	<p><b>Likely Significant Effects</b></p> <p>Provision of new housing will meet help to meet housing requirements across all sections of society, meeting City-wide and settlement-specific demand, thereby contributing to health and well-being.</p> <p>Focusing the majority of new residential and employment development in and adjacent to the Chelmsford Urban Area and to the north of South Woodham Ferrers, promoting mixed used schemes and the adoption of good design principles are</p>	<p><b>Likely Significant Effects</b></p> <p>Provision of new housing will meet help to meet housing requirements across all sections of society, meeting City-wide and settlement-specific demand, thereby contributing to health and well-being.</p> <p>Focusing the majority of new residential and employment development in and adjacent to the Chelmsford Urban Area and to the north of South Woodham Ferrers, and promoting mixed used schemes, are together likely to reduce the need to</p>			<p><b>Likely Significant Effects</b></p> <p>Provision of new housing will meet help to meet housing requirements across all sections of society, meeting City-wide and settlement-specific demand, thereby contributing to health and well-being.</p> <p>The promotion of mixed use schemes, are together likely to reduce the need to travel by car and encourage walking/cycling as services and employment opportunities would be more physically accessible. Allied with proposed improvements to</p>

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	<p>together likely to reduce the need to travel by car and encourage walking/cycling as services and employment opportunities would be more physically accessible. This is expected to generate a positive effect in relation to the promotion of healthy lifestyles and could help to reduce emissions to air associated with car use.</p> <p>New open space and recreational facilities would be delivered alongside residential development as part of the proposed urban extensions. Together with the protection of the existing Green Wedge, this could help to address these deficiencies and provide new opportunities, supporting the health and wellbeing of existing and prospective residents.</p> <p>The concentration of residential development within and adjacent to urban areas should help to ensure that prospective residents have easy access to health care facilities (by virtue of the close proximity of new development to these facilities or through public transport connections). There is a risk that demand arising from new residents may undermine the quality of existing services and facilities. Additional investment in primary healthcare facilities including the provision of new facilities as part of the proposed</p>	<p>travel by car and encourage walking/cycling as services and employment opportunities would be more physically accessible. This is expected to generate a positive effect in relation to the promotion of healthy lifestyles and could help to reduce emissions to air associated with car use.</p> <p>New open space and recreational facilities would be delivered alongside residential development as part of the proposed urban extensions. Together with the extension of the green wedge, this could help to address these deficiencies and provide new opportunities, supporting the health and wellbeing of existing and prospective residents.</p> <p>The concentration of residential development within and adjacent to urban areas should help to ensure that prospective residents have easy access to health care facilities (by virtue of the close proximity of new development to these facilities or through public transport connections). There is a risk that demand arising from new residents may undermine the quality of existing services and facilities. Additional investment in primary healthcare facilities including the provision of new facilities as part of the proposed</p>	<p>includes more dispersed development.</p> <p>New open space and recreational facilities would be delivered alongside residential development as part of the proposed urban extensions. Together with the protection of the existing Green Wedge, this could help to address these deficiencies and provide new opportunities, supporting the health and wellbeing of existing and prospective residents.</p> <p>A more dispersed strategy could result in poorer accessibility to key services such as healthcare.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should ensure that open space and/or health facilities are provided on and off-site to ensure quality and equality of access.</li> <li>Local Plan policies should consider if/how accessibility to the countryside can be promoted as part of new development.</li> <li>New development should be located in reasonable proximity to health care facilities.</li> <li>Existing open space and recreational facilities should be protected and new provision sought.</li> </ul>	<p>includes more dispersed development.</p> <p>New open space and recreational facilities would be delivered alongside residential development as part of the proposed urban extensions. Together with the protection of the existing Green Wedge, this could help to address these deficiencies and provide new opportunities, supporting the health and wellbeing of existing and prospective residents.</p> <p>There is a risk that demand arising from new residents may undermine the quality of existing services and facilities, although investment in service provision would be expected as part of development.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should ensure that open space and/or health facilities are provided on and off-site to ensure quality and equality of access.</li> <li>Local Plan policies should consider if/how accessibility to the countryside can be promoted as part of new development.</li> <li>New development should be located in reasonable proximity to health care facilities.</li> </ul>	<p>highway circulation, public transport and walking and cycling is expected to generate a positive effect in relation to the promotion of healthy lifestyles and could help to reduce emissions to air associated with car use.</p> <p>Whilst investment in service provision would be expected as part of new development, there is a risk that demand arising from new residents may not be met within a new settlement, in turn generating additional traffic movements.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should ensure that open space and/or health facilities are provided on and off-site to ensure quality and equality of access.</li> <li>Local Plan policies should consider if/how accessibility to the countryside can be promoted as part of new development.</li> <li>New development should be located in reasonable proximity to health care facilities.</li> <li>Existing open space and recreational facilities should be protected and new provision sought.</li> </ul> <p><b>Assumptions</b></p>

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	<p>larger urban extensions would be required.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should ensure that open space and/or health facilities are provided on and off-site to ensure quality and equality of access.</li> <li>Local Plan policies should consider if/how accessibility to the countryside can be promoted as part of new development.</li> <li>New development should be located in reasonable proximity to health care facilities.</li> <li>Existing open space and recreational facilities should be protected and new provision sought.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <p>None at this stage.</p>	<p>larger urban extensions would be required.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should ensure that open space and/or health facilities are provided on and off-site to ensure quality and equality of access.</li> <li>Local Plan policies should consider if/how accessibility to the countryside can be promoted as part of new development.</li> <li>New development should be located in reasonable proximity to health care facilities.</li> <li>Existing open space and recreational facilities should be protected and new provision sought.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <p>None at this stage.</p>	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <p>None at this stage.</p>	<ul style="list-style-type: none"> <li>Existing open space and recreational facilities should be protected and new provision sought.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None at this stage.</li> </ul>	<ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <p>None at this stage.</p>
6. Transport: To reduce the need to travel, promote more sustainable modes of transport and	<p><b>Likely Significant Effects</b></p> <p>The concentration of new residential and employment development in</p> <p style="text-align: center;"><b>+/-</b></p>	<p><b>Likely Significant Effects</b></p> <p>The concentration of new residential and employment</p> <p style="text-align: center;"><b>++/-</b></p>	<p><b>Likely Significant Effects</b></p> <p>Distributing a proportion of new development to the City Area's</p> <p style="text-align: center;"><b>+/-</b></p>	<p><b>Likely Significant Effects</b></p> <p>The concentration of new residential and employment</p> <p style="text-align: center;"><b>+/-</b></p>	<p><b>Likely Significant Effects</b></p> <p>New residential and employment development in and adjacent to</p> <p style="text-align: center;"><b>+/-/?</b></p>

**APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES**

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
align investment in infrastructure with growth.	<p>and adjacent to urban areas, the promotion of mixed used urban extensions and the delivery of strategic improvements to the walking/ cycling network are all likely to reduce the need to travel by car and encourage walking/cycling (as services and employment opportunities would be physically accessible). The promotion of mixed use sustainable urban extensions is likely to maintain existing, and stimulate investment in, new public transport provision.</p> <p>Directing a proportion of the City Area’s housing requirement to the key service settlements of Great Leighs, Broomfield, Bicknacre, Boreham and Danbury, could result in increased car use given the existing size of the settlements and the more limited range of services and jobs they provide. However, new development does present an opportunity to enhance the sustainability of these settlements by supporting investment in community facilities and services.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the preparation of green travel plans as part of new development proposals.</li> <li>Local Plan policies should positively promote walking</li> </ul>	<p>development in and adjacent to urban areas, the promotion of mixed used urban extensions and the delivery of strategic improvements to the walking/ cycling network are all likely to reduce the need to travel by car and encourage walking/cycling (as services and employment opportunities would be physically accessible). New development should also</p> <p>be well connected to the existing public transport network.</p> <p>An increase in population and households within the Chelmsford Urban Area could result in increased pressure on the road network.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the preparation of green travel plans as part of new development proposals.</li> <li>Local Plan policies should positively promote walking and cycling as part of new developments.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that large strategic developments will take place in accordance with good design principles.</li> </ul>	<p>smaller settlements could help to reduce associated traffic volumes and congestion within and adjacent to the Chelmsford Urban Area. However, whilst these settlements do offer community facilities and services, the range is more limited (although investment supported by new development could help to enhance their sustainability and self-sufficiency). Noting the nature of the proposed additional infrastructure proposed and the more limited local employment opportunities in these smaller settlements, on balance, it is considered that a more dispersed approach to development is likely to increase the need to travel. This could increase in-commuting to the City Centre with related congestion on the strategic and local road network. The promotion of mixed use sustainable urban extensions is likely to maintain existing, and stimulate investment in, new public transport provision.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the preparation of green travel plans as part of new development proposals.</li> <li>Local Plan policies should positively promote walking</li> </ul>	<p>development in and adjacent to urban areas, the promotion of mixed used urban extensions and developments is likely to both reduce the need to travel and promote investment in transport infrastructure.</p> <p>Development along and around the strategic road network is likely to generate more transport movements. Based on current trends, these movements are expected to be by car. This could result in increased pressure on the road network.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the preparation of green travel plans as part of new development proposals.</li> <li>Local Plan policies should positively promote walking and cycling as part of new developments.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that large strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None at this stage.</li> </ul>	<p>urban areas, the promotion of mixed use sustainable urban extensions and a new settlement is likely to maintain existing, and stimulate investment in, new public transport provision.</p> <p>A stand-alone settlement could result in increased movements/car use as accessibility to key services and facilities as well as employment opportunities in the City/at the settlement itself may be reduced, although there is an opportunity to deliver a new sustainable neighbourhood with associated services and facilities and employment opportunities which could help support the creation of a relatively self-contained neighbourhood.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the preparation of green travel plans as part of new development proposals.</li> <li>Local Plan policies should positively promote walking and cycling as part of new developments.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that large strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p>



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Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<p>Ferrers is also classified as being of predominantly Grade 3 quality whilst Great Leighs is a mix of Grade 2 and Grade 3 land. Development under the Spatial Approach therefore has the potential to result in the loss of best and most versatile agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land). Local Plan policies should prioritise the development of brownfield over greenfield land where possible.</li> <li>Local Plan policies should resist the development of best and most versatile agricultural land.</li> <li>Local Plan policies should encourage the management of soils on development sites.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p>Ferrers is also classified as being of predominantly Grade 3 quality whilst Great Leighs is a mix of Grade 2 and Grade 3 land. Development under the Spatial Approach therefore has the potential to result in the loss of best and most versatile agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land). Local Plan policies should prioritise the development of brownfield over greenfield land where possible.</li> <li>Local Plan policies should resist the development of best and most versatile agricultural land.</li> <li>Local Plan policies should encourage the management of soils on development sites.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>	<p>Ferrers is also classified as being of predominantly Grade 3 quality whilst Great Leighs is a mix of Grade 2 and Grade 3 land. Development under the Spatial Approach therefore has the potential to result in the loss of best and most versatile agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land). Local Plan policies should prioritise the development of brownfield over greenfield land where possible.</li> <li>Local Plan policies should resist the development of best and most versatile agricultural land.</li> <li>Local Plan policies should encourage the management of soils on development sites.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p>Ferrers is also classified as being of predominantly Grade 3 quality. Development under the Spatial Approach therefore has the potential to result in the loss of best and most versatile agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land). Local Plan policies should prioritise the development of brownfield over greenfield land where possible.</li> <li>Local Plan policies should resist the development of best and most versatile agricultural land.</li> <li>Local Plan policies should encourage the management of soils on development sites.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p>Approach therefore has the potential to result in the loss of best and most versatile agricultural land.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land). Local Plan policies should prioritise the development of brownfield over greenfield land where possible.</li> <li>Local Plan policies should resist the development of best and most versatile agricultural land.</li> <li>Local Plan policies should encourage the management of soils on development sites.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>

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Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
8. Water: To conserve and enhance water quality and resources.	<p><b>Likely Significant Effects</b></p> <p>The Water Cycle Study Update (2018) concludes that overall there are no constraints with respect to water service infrastructure and the water environment to deliver development, on the basis that strategic water resource options and wastewater solutions are developed in advance of development coming forward. (note: the Water Cycle Study will be updated for the Review of the Adopted Local Plan.)</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>It is recommended that the Local Plan includes policies that promote water attenuation systems due to the underlying geology of the area.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>New development will increase water resource use within the City Area in both the short term during construction and in the longer term once development is complete.</li> <li>It is assumed that the Council will liaise with Essex and Suffolk Water with regard to infrastructure</li> </ul>	<p><b>Likely Significant Effects</b></p> <p>The Water Cycle Study Update (2018) concludes that overall there are no constraints with respect to water service infrastructure and the water environment to deliver development, on the basis that strategic water resource options and wastewater solutions are developed in advance of development coming forward. (note: the Water Cycle Study will be updated for the Review of the Adopted Local Plan.)</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>It is recommended that the Local Plan includes policies that promote water attenuation systems due to the underlying geology of the area.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>New development will increase water resource use within the City Area in both the short term during construction and in the longer term once development is complete.</li> <li>It is assumed that the Council will liaise with Essex and Suffolk Water with regard to infrastructure</li> </ul>	<p><b>Likely Significant Effects</b></p> <p>The Water Cycle Study Update (2018) concludes that overall there are no constraints with respect to water service infrastructure and the water environment to deliver development, on the basis that strategic water resource options and wastewater solutions are developed in advance of development coming forward. 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(note: the Water Cycle Study will be updated for the Review of the Adopted Local Plan.)</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>It is recommended that the Local Plan includes policies that promote water attenuation systems due to the underlying geology of the area.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>New development will increase water resource use within the City Area in both the short term during construction and in the longer term once development is complete.</li> <li>It is assumed that the Council will liaise with Essex and Suffolk Water with regard to infrastructure</li> </ul>

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Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<p>requirements for future development.</p> <ul style="list-style-type: none"> <li>Measures contained in the Essex and Suffolk Water Water Resources Management Plan would be expected to help ensure that future water resource demands are met.</li> <li>There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.</li> </ul> <p><b>Uncertainties</b> None identified.</p>	<p>requirements for future development.</p> <ul style="list-style-type: none"> <li>Measures contained in the Essex and Suffolk Water Water Resources Management Plan would be expected to help ensure that future water resource demands are met.</li> <li>There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.</li> </ul> <p><b>Uncertainties</b> None identified.</p>	<p>requirements for future development.</p> <ul style="list-style-type: none"> <li>Measures contained in the Essex and Suffolk Water Water Resources Management Plan would be expected to help ensure that future water resource demands are met.</li> <li>There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.</li> </ul> <p><b>Uncertainties</b> None identified.</p>	<p>requirements for future development.</p> <ul style="list-style-type: none"> <li>Measures contained in the Essex and Suffolk Water Water Resources Management Plan would be expected to help ensure that future water resource demands are met.</li> <li>There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.</li> </ul> <p><b>Uncertainties</b> None identified.</p>	<p>requirements for future development.</p> <ul style="list-style-type: none"> <li>Measures contained in the Essex and Suffolk Water Water Resources Management Plan would be expected to help ensure that future water resource demands are met.</li> <li>There will be no development that will require diversion or modification of existing watercourses. However, if such measures are required, this could affect local water quality.</li> </ul> <p><b>Uncertainties</b> None identified.</p>
<p>9. Flood Risk: To reduce the risk of flooding to people and property, taking into account the effects of climate change.</p>	<p><b>Likely Significant Effects</b></p> <p>Flood risk is a potentially significant constraint to future development in the City Area with large parts of the Chelmsford Urban Area in particular being at risk of fluvial flooding. However, given requirements for proposals to be accompanied by a Flood Risk Assessment (FRA) where appropriate, it is considered unlikely that new development would be at significant risk of flooding, although this is</p> <div style="text-align: center;"> </div>	<p><b>Likely Significant Effects</b></p> <p>Flood risk is a potentially significant constraint to future development in the City Area with large parts of the Chelmsford Urban Area in particular being at risk of fluvial flooding. However, given requirements for proposals to be accompanied by a Flood Risk Assessment (FRA) where appropriate, it is considered unlikely that new development would be at significant risk of flooding, although this is</p> <div style="text-align: center;"> </div>	<p><b>Likely Significant Effects</b></p> <p>Flood risk is a potentially significant constraint to future development in the City Area with large parts of the Chelmsford Urban Area in particular being at risk of fluvial flooding. However, given requirements for proposals to be accompanied by a Flood Risk Assessment (FRA) where appropriate, it is considered unlikely that new development would be at significant risk of flooding, although this is</p> <div style="text-align: center;"> </div>	<p><b>Likely Significant Effects</b></p> <p>Flood risk is a potentially significant constraint to future development in the City Area with large parts of the Chelmsford Urban Area in particular being at risk of fluvial flooding. However, given requirements for proposals to be accompanied by a Flood Risk Assessment (FRA) where appropriate, it is considered unlikely that new development would be at significant risk of flooding, although this is</p> <div style="text-align: center;"> </div>	<p><b>Likely Significant Effects</b></p> <p>Flood risk is a potentially significant constraint to future development in the City Area with large parts of the Chelmsford Urban Area in particular being at risk of fluvial flooding. However, given requirements for proposals to be accompanied by a Flood Risk Assessment (FRA) where appropriate, it is considered unlikely that new development would be at significant risk of flooding, although this is</p> <div style="text-align: center;"> </div>

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	<p>dependent on the exact location of development.</p> <p>Environment Agency flood maps indicate that surface water flooding is a potential constraint within the main urban areas of Chelmsford and South Woodham Ferrers. However, it can be reasonably assumed that new development proposals which may result in an increase in flood risk will be accompanied by an FRA and incorporate suitable flood alleviation measures (thereby minimising the risk of flooding).</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should avoid development in areas of flood risk (i.e. Flood Zones 2 and 3).</li> <li>Local Plan policies should ensure that any new development avoids increasing the risk of existing development flooding.</li> <li>Local Plan policies should plan for a network of green infrastructure assets to provide opportunities for flood storage where appropriate.</li> <li>Local Plan policies should seek to promote as close to greenfield runoff rates as possible.</li> </ul>	<p>dependent on the exact location of development.</p> <p>Environment Agency flood maps indicate that surface water flooding is a potential constraint within the main urban areas of Chelmsford and South Woodham Ferrers. 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	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that, where appropriate, development proposals would be accompanied by a FRA and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.</li> <li>The Local Planning Authority will apply a sequential risk-based approach, including the application of the 'exception test,' consistent with the NPPF.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that, where appropriate, development proposals would be accompanied by a FRA and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.</li> <li>The Local Planning Authority will apply a sequential risk-based approach, including the application of the 'exception test,' consistent with the NPPF.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that, where appropriate, development proposals would be accompanied by a FRA and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.</li> <li>The Local Planning Authority will apply a sequential risk-based approach, including the application of the 'exception test,' consistent with the NPPF.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that, where appropriate, development proposals would be accompanied by a FRA and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.</li> <li>The Local Planning Authority will apply a sequential risk-based approach, including the application of the 'exception test,' consistent with the NPPF.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that, where appropriate, development proposals would be accompanied by a FRA and that suitable flood alleviation measures would be incorporated into the design of new development where necessary to minimise flood risk.</li> <li>The Local Planning Authority will apply a sequential risk-based approach, including the application of the 'exception test,' consistent with the NPPF.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>
10. Air: To improve air quality.	<p><b>Likely Significant Effects</b></p> <p>There is the potential for the construction and operation of new development to have negative effects on air quality due to emissions generated from plant and HGV movements during construction. In the longer term, once development is complete, the increase in population will in-turn generate additional transport movements and associated emissions to air,</p> <p style="text-align: center;"><b>+/-</b></p>	<p><b>Likely Significant Effects</b></p> <p>There is the potential for the construction and operation of new development to have negative effects on air quality due to emissions generated from plant and HGV movements during construction. In the longer term, once development is complete, the increase in population will in-turn generate additional transport movements and associated emissions to air,</p> <p style="text-align: center;"><b>+/-</b></p>	<p><b>Likely Significant Effects</b></p> <p>There is the potential for the construction and operation of new development to have negative effects on air quality due to emissions generated from plant and HGV movements during construction. In the longer term, once development is complete, the increase in population will in-turn generate additional transport movements and associated emissions to air,</p> <p style="text-align: center;"><b>+/-</b></p>	<p><b>Likely Significant Effects</b></p> <p>There is the potential for the construction and operation of new development to have negative effects on air quality due to emissions generated from plant and HGV movements during construction. In the longer term, once development is complete, the increase in population will in-turn generate additional transport movements and associated emissions to air,</p> <p style="text-align: center;"><b>?</b></p>	<p><b>Likely Significant Effects</b></p> <p>There is the potential for the construction and operation of new development to have negative effects on air quality due to emissions generated from plant and HGV movements during construction. In the longer term, once development is complete, the increase in population will in-turn generate additional transport movements and associated emissions to air,</p> <p style="text-align: center;"><b>+/-/?</b></p>

**APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES**

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<p>mitigated to a degree through the introduction of sustainable transport infrastructure.</p> <p>Directing a proportion of the City Area’s housing requirement to the key service settlements could result in increased car use given the existing size of the settlements and the more limited range of services and jobs they provide. However, new development does present an opportunity to enhance the sustainability (self-containment) of these settlements by supporting investment in community facilities and services.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Policies contained within the Local Plan should seek to promote sustainable transport.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p>mitigated to a degree through the introduction of sustainable transport infrastructure.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Policies contained within the Local Plan should seek to promote sustainable transport.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p>mitigated to a degree through the introduction of sustainable transport infrastructure.</p> <p>Directing a proportion of the City Area’s housing requirement across a wider area could result in increased car use given the existing size of the settlements and the more limited range of services and jobs they provide. However, new development does present an opportunity to enhance the sustainability (self-containment) of these settlements by supporting investment in community facilities and services.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Policies contained within the Local Plan should seek to promote sustainable transport.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p>mitigated to a degree through the introduction of sustainable transport infrastructure.</p> <p>Directing a proportion of the City Area’s housing requirement to transport corridors could result in increased car use and/or prompt investment in sustainable transport infrastructure using the existing road network. The net effect in respect of air quality are uncertain.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Policies contained within the Local Plan should seek to promote sustainable transport.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <p>The extent to which air quality will be compromised by development directly associated with transport corridors.</p>	<p>which could be mitigated to a degree through the introduction of sustainable transport infrastructure.</p> <p>Directing a proportion of the City Area’s housing requirement to a new settlement could help to support the creation of a relatively self-contained neighbourhood, although this is untested.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Policies contained within the Local Plan should seek to promote sustainable transport.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>

**APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES**

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
<p>11. Climate Change: To minimise greenhouse gas emissions and adapt to the effects of climate change.</p>	<p><b>Likely Significant Effects</b></p> <p>The volume of greenhouse gas emissions associated with Approach A are primarily influenced by the quantum of development to be accommodated.</p> <p>The promotion of mixed use sustainable urban extensions that reflect good design principles and the delivery of strategic improvements to the walking/cycling network are all likely to reduce the need to travel by car and associated emissions to air including greenhouse gases. New development should also be well connected to the existing public transport network. Development may also help to maintain existing, and stimulate investment in, new public transport provision.</p> <p>The delivery of urban extensions may present an opportunity to deliver district scale heating systems and which could promote renewable energy generation in the City Area. However, this will be dependent on site specific proposals.</p> <p>Detailed Local Plan policies covering sustainable design as well as the scale of</p>	<p><b>Likely Significant Effects</b></p> <p>The volume of greenhouse gas emissions associated with Approach B are primarily influenced by the quantum of development to be accommodated.</p> <p>The concentration of new residential and employment development in and adjacent to urban areas, could be associated with the potential to deliver strategic improvements to the walking/cycling network are all likely to reduce the need to travel by car and associated emissions to air including greenhouse gases. New development should also be well connected to the existing public transport network. Development may also help to maintain existing, and stimulate investment in, new public transport provision.</p> <p>The delivery of urban extensions may present an opportunity to deliver district scale heating systems. However, this will be dependent on site specific proposals and could be limited under this approach if there is incremental development to the urban area.</p>	<p><b>Likely Significant Effects</b></p> <p>The volume of greenhouse gas emissions associated with Approach C are primarily influenced by the quantum of development to be accommodated.</p> <p>the promotion of mixed use sustainable urban extensions that reflect good design principles and the delivery of strategic improvements to the walking/cycling network are all likely to reduce the need to travel by car and associated emissions to air including greenhouse gases. New development should also be well connected to the existing public transport network. Development may also help to maintain existing, and stimulate investment in, new public transport provision. .</p> <p>The delivery of urban extensions may present an opportunity to deliver district scale heating systems and which could promote renewable energy generation in the City Area. However, this will be dependent on site specific proposals.</p> <p>Detailed Local Plan policies covering sustainable design as well as the scale of</p>	<p><b>Likely Significant Effects</b></p> <p>The volume of greenhouse gas emissions associated with Approach D are primarily influenced by the quantum of development to be accommodated.</p> <p>The concentration of new residential and employment development in and adjacent to urban areas, the promotion of mixed use sustainable urban extensions that reflect good design principles and the delivery of strategic improvements to the walking/cycling network are all likely to reduce the need to travel by car and associated emissions to air including greenhouse gases. New development should also be well connected to the existing public transport network.</p> <p>However, focusing additional development on transport corridors could undermine efforts at self-containment and encourage car use.</p> <p>Detailed Local Plan policies covering sustainable design as well as the scale of developments brought forward and competing priorities for developer contributions (relating</p>	<p><b>Likely Significant Effects</b></p> <p>The volume of greenhouse gas emissions associated with Approach E are primarily influenced by the quantum of development to be accommodated.</p> <p>The concentration of new residential and employment development in and adjacent to urban areas, the promotion of mixed use sustainable urban extensions that reflect good design principles and the delivery of strategic improvements to the walking/cycling network are all likely to reduce the need to travel by car and associated emissions to air including greenhouse gases. New development should also be well connected to the existing public transport network. Development may also help to maintain existing, and stimulate investment in, new public transport provision.</p> <p>The degree of self-containment of a relatively small new settlement is untested in respect of travel reduction and the potential for measures such as district heating schemes .</p>

**APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES**

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<p>developments brought forward and competing priorities for developer contributions (relating to the viability of incorporating sustainable design techniques) will influence the scale of emissions.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should promote high standards of energy efficient design including, where appropriate, renewable energy provision.</li> <li>Opportunities to promote district scale heating networks should be sought as part of the delivery of sustainable urban extensions.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles,</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>	<p>Detailed Local Plan policies covering sustainable design as well as the scale of developments brought forward and competing priorities for developer contributions (relating to the viability of incorporating sustainable design techniques) will influence the scale of emissions.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should promote high standards of energy efficient design including, where appropriate, renewable energy provision.</li> <li>Opportunities to promote district scale heating networks should be sought as part of the delivery of sustainable urban extensions.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles,</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Implementation of measures such as district heating networks.</li> </ul>	<p>developments brought forward and competing priorities for developer contributions (relating to the viability of incorporating sustainable design techniques) will influence the scale of emissions.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should promote high standards of energy efficient design including, where appropriate, renewable energy provision.</li> <li>Opportunities to promote district scale heating networks should be sought as part of the delivery of sustainable urban extensions.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles,</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p>to the viability of incorporating sustainable design techniques) will influence the scale of emissions.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should promote high standards of energy efficient design including, where appropriate, renewable energy provision.</li> <li>Opportunities to promote district scale heating networks should be sought as part of the delivery of sustainable urban extensions.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles,</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Whether sustainable transport solutions can be implemented along growth corridors.</li> </ul>	<p>Detailed Local Plan policies covering sustainable design as well as the scale of developments brought forward and competing priorities for developer contributions (relating to the viability of incorporating sustainable design techniques) will influence the scale of emissions.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should promote high standards of energy efficient design including, where appropriate, renewable energy provision.</li> <li>Opportunities to promote district scale heating networks should be sought as part of the delivery of sustainable urban extensions.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles,</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>Viability of district heating networks.</li> </ul>

APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
<p>12. Waste and Natural Resources: To promote the waste hierarchy (reduce, reuse, recycle, recover) and ensure the sustainable use of natural resources.</p>	<p><b>Likely Significant Effects</b></p> <p>New development will result in increased resource use and the generation of waste in both the short term during construction and in the longer term once development is complete. This will be considered as part of the appraisal of development requirements.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p><b>Likely Significant Effects</b></p> <p>New development will result in increased resource use and the generation of waste in both the short term during construction and in the longer term once development is complete. This will be considered as part of the appraisal of development requirements.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p><b>Likely Significant Effects</b></p> <p>New development will result in increased resource use and the generation of waste in both the short term during construction and in the longer term once development is complete. This will be considered as part of the appraisal of development requirements.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>	<p><b>Likely Significant Effects</b></p> <p>New development will result in increased resource use and the generation of waste in both the short term during construction and in the longer term once development is complete. This will be considered as part of the appraisal of development requirements.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul>	<p><b>Likely Significant Effects</b></p> <p>New development will result in increased resource use and the generation of waste in both the short term during construction and in the longer term once development is complete. This will be considered as part of the appraisal of development requirements.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>None identified.</li> </ul> <p><b>Uncertainties</b></p> <p>None identified.</p>
<p>13. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	<p><b>Likely Significant Effects</b></p> <p>There are a number of designated cultural heritage assets within and in close proximity to the Chelmsford Urban Area, South Woodham Ferrers and Great Leighs. These assets include scheduled monuments (such as Moulsham Bridge in the City of Chelmsford, a Medieval saltern adjacent to Hawbush Creek in South Woodham Ferrers and</p>	<p><b>Likely Significant Effects</b></p> <p>There are a number of designated cultural heritage assets within and in close proximity to the Chelmsford Urban Area, South Woodham Ferrers and Great Leighs. These assets include scheduled monuments (such as Moulsham Bridge in the City of Chelmsford, a Medieval saltern adjacent to Hawbush Creek in South Woodham Ferrers and</p>	<p><b>Likely Significant Effects</b></p> <p>Locating some development to the villages and service settlements of the City Area has the potential to affect a number of other designated cultural assets. These assets include scheduled monuments such as Bicknacre Priory Scheduled Monument in Bicknacre, three scheduled monuments in Danbury (including the Icehouse in Danbury Country Park,</p>	<p><b>Likely Significant Effects</b></p> <p>There is the potential for the various cultural heritage assets, as well as other non-designated assets that contribute to the character of the settlements and the City Area as a whole, to be adversely affected by new development. Adverse effects may be encountered during construction and also in the longer term once development has been completed. Effects</p>	<p><b>Likely Significant Effects</b></p> <p>There is the potential for the various cultural heritage assets, as well as other non-designated assets that contribute to the character of the settlements and the City Area as a whole, to be adversely affected by new development. Adverse effects may be encountered during construction and also in the longer term once development has been completed. Effects</p>

**APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES**

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<p>Gubbion’s Hall moated site in Great Leighs), eight conservation areas within the Chelmsford Urban Area (three of which are on Historic England’s Heritage at Risk register), a number of listed buildings and registered parks and gardens to the north east and south west of the Chelmsford Urban Area such as (New Hall Grade I Listed Building). There is the potential for these assets, as well as other non-designated assets that contribute to the character of the settlements and buried assets, to be adversely affected by new development.</p> <p>Adverse effects may be encountered during construction and also in the longer term once development has been completed. Effects may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development.</p> <p>Locating new development in close proximity to heritage assets may increase the accessibility of prospective residents to them, generating a positive effect on this objective. There may also be opportunities</p>	<p>Gubbion’s Hall moated site in Great Leighs), eight conservation areas within the Chelmsford Urban Area (three of which are on Historic England’s Heritage at Risk register), a number of listed buildings and registered parks and gardens to the north east and south west of the Chelmsford Urban Area such as (New Hall Grade I Listed Building). There is the potential for these assets, as well as other non-designated assets that contribute to the character of the settlements and buried assets, to be adversely affected by new development.</p> <p>Adverse effects may be encountered during construction and also in the longer term once development has been completed. Effects may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development.</p> <p>Locating new development in close proximity to heritage assets may increase the accessibility of prospective residents to them, generating a positive effect on this objective. There may also be opportunities</p>	<p>Danbury Camp Hill Fort and a Medieval tile kiln) and, in Little Waltham, the Settlement site at Ash Tree Corner. In addition to the scheduled monuments noted above, there are a number of listed buildings within and adjacent to the villages and services settlements that may also be affected by new development as well as conservation areas within the villages of Boreham, Broomfield, East Hanningfield, Great Waltham, Little Waltham and Danbury. There are also two registered parks and gardens to the west of Danbury and one registered park in Great Waltham.</p> <p>Locating new development in close proximity to heritage assets may increase the accessibility of prospective residents to them, generating a positive effect on this objective. There may also be opportunities for heritage-led development which could serve to protect and enhance areas or buildings of historical, archaeological and cultural value and potentially enhance the setting of assets (for example, through the sensitive redevelopment of brownfield sites.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Policies contained within the Local Plan should seek</li> </ul>	<p>may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development.</p> <p>Locating new development in close proximity to heritage assets may increase the accessibility of prospective residents to them, generating a positive effect on this objective. There may also be opportunities for heritage-led development which could serve to protect and enhance areas or buildings of historical, archaeological and cultural value and potentially enhance the setting of assets (for example, through the sensitive redevelopment of brownfield sites.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Policies contained within the Local Plan should seek to conserve and, where possible, enhance cultural heritage assets including by promoting heritage-led development.</li> <li>• Policies within the Local Plan should promote high</li> </ul>	<p>may be direct (where development involves the loss of, or alteration to, assets) or indirect (where elements which contribute to the significance of assets are harmed). However, the likelihood of these effects occurring and their magnitude will be dependent on the type, location and design of new development.</p> <p>Locating new development in close proximity to heritage assets may increase the accessibility of prospective residents to them, generating a positive effect on this objective. There may also be opportunities for heritage-led development which could serve to protect and enhance areas or buildings of historical, archaeological and cultural value and potentially enhance the setting of assets (for example, through the sensitive redevelopment of brownfield sites.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Policies contained within the Local Plan should seek to conserve and, where possible, enhance cultural heritage assets including by promoting heritage-led development.</li> <li>• Policies within the Local Plan should promote high</li> </ul>

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	<p>for heritage-led development which could serve to protect and enhance areas or buildings of historical, archaeological and cultural value and potentially enhance the setting of assets (for example, through the sensitive redevelopment of brownfield sites).</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Policies contained within the Local Plan should seek to conserve and, where possible, enhance cultural heritage assets including by promoting heritage-led development.</li> <li>• Policies within the Local Plan should promote high standards of architectural and urban design.</li> <li>• The Local Plan should set out a strategic framework to preserve and enhance historic areas and promote high standards of new development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.</li> </ul>	<p>for heritage-led development which could serve to protect and enhance areas or buildings of historical, archaeological and cultural value and potentially enhance the setting of assets (for example, through the sensitive redevelopment of brownfield sites).</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>• Policies contained within the Local Plan should seek to conserve and, where possible, enhance cultural heritage assets including by promoting heritage-led development.</li> <li>• Policies within the Local Plan should promote high standards of architectural and urban design.</li> <li>• The Local Plan should set out a strategic framework to preserve and enhance historic areas and promote high standards of new development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.</li> </ul>	<p>to conserve and, where possible, enhance cultural heritage assets including by promoting heritage-led development.</p> <ul style="list-style-type: none"> <li>• Policies within the Local Plan should promote high standards of architectural and urban design.</li> <li>• The Local Plan should set out a strategic framework to preserve and enhance historic areas and promote high standards of new development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.</li> </ul>	<p>standards of architectural and urban design.</p> <ul style="list-style-type: none"> <li>• The Local Plan should set out a strategic framework to preserve and enhance historic areas and promote high standards of new development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.</li> </ul>	<p>standards of architectural and urban design.</p> <ul style="list-style-type: none"> <li>• The Local Plan should set out a strategic framework to preserve and enhance historic areas and promote high standards of new development.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>• None identified.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>• The form and function of any development will have the potential to enhance or detract from designated heritage and cultural assets and/or their settings.</li> </ul>

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Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
14. Landscape and Townscape: To conserve and enhance landscape character and townscapes.	<p><b>Likely Significant Effects</b></p> <p>Development within and adjacent to the Chelmsford Urban Area could have negative effects although this would be dependent on the scale, height and design of new development. The redevelopment of brownfield sites presents an opportunity to enhance the quality of the built environment and to improve townscapes.</p> <p>Development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area means that greenfield land will be brought forward for development. The area of greenfield land required over the plan period is expected to be substantial. In consequence, there is the potential for significant negative effects on landscape character and visual amenity. However, the magnitude of adverse effects will be dependent on the exact location, density and design of new development in the context of the landscape sensitivity of the receiving environment.</p> <p>Maintaining the extent of the Green Wedge together with the adoption of good design</p>	<p><b>Likely Significant Effects</b></p> <p>Development within and adjacent to the Chelmsford Urban Area could have negative effects although this would be dependent on the scale, height and design of new development. The redevelopment of brownfield sites presents an opportunity to enhance the quality of the built environment and to improve townscapes.</p> <p>Development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area means that greenfield land will be brought forward for development. The area of greenfield land required over the plan period is expected to be substantial. In consequence, there is the potential for significant negative effects on landscape character and visual amenity. However, the magnitude of adverse effects will be dependent on the exact location, density and design of new development in the context of the landscape sensitivity of the receiving environment.</p> <p>Maintaining the extent of the Green Wedge together with the adoption of good design</p>	<p><b>Likely Significant Effects</b></p> <p>Development within and adjacent to the Chelmsford Urban Area could have negative effects although this would be dependent on the scale, height and design of new development. The redevelopment of brownfield sites presents an opportunity to enhance the quality of the built environment and to improve townscapes.</p> <p>Development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area means that greenfield land will be brought forward for development. The area of greenfield land required over the plan period is expected to be substantial. In consequence, there is the potential for significant negative effects on landscape character and visual amenity. However, the magnitude of adverse effects will be dependent on the exact location, density and design of new development in the context of the landscape sensitivity of the receiving environment. The character of smaller settlements could be adversely affected under this approach, although</p>	<p><b>Likely Significant Effects</b></p> <p>Development within and adjacent to the Chelmsford Urban Area could have negative effects although this would be dependent on the scale, height and design of new development. The redevelopment of brownfield sites presents an opportunity to enhance the quality of the built environment and to improve townscapes.</p> <p>Development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area means that greenfield land will be brought forward for development. The area of greenfield land required over the plan period is expected to be substantial. In consequence, there is the potential for significant negative effects on landscape character and visual amenity. However, the magnitude of adverse effects will be dependent on the exact location, density and design of new development in the context of the landscape sensitivity of the receiving environment.</p> <p>Maintaining the extent of the Green Wedge together with the adoption of good design</p>	<p><b>Likely Significant Effects</b></p> <p>Development within and adjacent to the Chelmsford Urban Area could have negative effects although this would be dependent on the scale, height and design of new development. The redevelopment of brownfield sites presents an opportunity to enhance the quality of the built environment and to improve townscapes.</p> <p>Development requirements and the limited number of brownfield sites that have not already been earmarked for future development in the Chelmsford City Area means that greenfield land will be brought forward for development. The area of greenfield land required over the plan period is expected to be substantial. In consequence, there is the potential for significant negative effects on landscape character and visual amenity. However, the magnitude of adverse effects will be dependent on the exact location, density and design of new development in the context of the landscape sensitivity of the receiving environment.</p> <p>Maintaining the extent of the Green Wedge together with the adoption of good design</p>

APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	<p>principles to proposed urban extensions would help mitigate adverse effects on landscape character arising from new development and maintain separation between built-up areas.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land). Local Plan policies should prioritise the development of brownfield land where possible.</li> <li>Detailed policies on high quality design should be contained within the Local Plan.</li> <li>Policies within the Local Plan and proposals should seek to conserve and enhance the character and quality of the City Area's landscapes and townscapes.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent of landscape/ townscape impacts of specific developments,</li> </ul>	<p>principles to proposed urban extensions would help mitigate adverse effects on landscape character arising from new development and maintain separation between built-up areas.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land). Local Plan policies should prioritise the development of brownfield land where possible.</li> <li>Detailed policies on high quality design should be contained within the Local Plan.</li> <li>Policies within the Local Plan and proposals should seek to conserve and enhance the character and quality of the City Area's landscapes and townscapes.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent of landscape/ townscape impacts of specific developments,</li> </ul>	<p>this will be dependent upon the size and sensitivity of these settlements.</p> <p>Maintaining the extent of the Green Wedge together with the adoption of good design principles to proposed urban extensions would help mitigate adverse effects on landscape character arising from new development and maintain separation between built-up areas.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land). Local Plan policies should prioritise the development of brownfield land where possible.</li> <li>Detailed policies on high quality design should be contained within the Local Plan.</li> <li>Policies within the Local Plan and proposals should seek to conserve and enhance the character and quality of the City Area's landscapes and townscapes.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will</li> </ul>	<p>principles to proposed urban extensions would help mitigate adverse effects on landscape character arising from new development and maintain separation between built-up areas.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land). Local Plan policies should prioritise the development of brownfield land where possible.</li> <li>Detailed policies on high quality design should be contained within the Local Plan.</li> <li>Policies within the Local Plan and proposals should seek to conserve and enhance the character and quality of the City Area's landscapes and townscapes.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent of landscape/ townscape impacts of specific developments,</li> </ul>	<p>principles to proposed urban extensions would help mitigate adverse effects on landscape character arising from new development and maintain separation between built-up areas.</p> <p>It is noted that Hammonds Farm is located within the Lower Chelmer Valley which has a landscape character that has a high sensitivity to change (as per the 2006 Landscape Character Assessment). The 2017 Landscape Sensitivity and Capacity Assessment also confirms that the site has a high landscape sensitivity and that it has only low to medium capacity to accommodate new development. Development of a new settlement in this location would represent substantial development/encroachment into the open countryside beyond the A12. The creation of a new settlement in this location therefore has the potential to generate significant negative effects on landscape.</p> <p><b>Mitigation</b></p> <ul style="list-style-type: none"> <li>Local Plan policies should encourage the effective use of land by re-using land that has been previously developed (brownfield land). Local Plan policies should prioritise the</li> </ul>

**APPENDIX K – APPRAISAL OF ALTERNATIVE SPATIAL APPROACHES**

Assessment Objective	Approach A: Growing Existing Strategy	Approach B: Growth in Urban Areas	Approach C: Wider Strategy	Approach D: Growth Along Transport Corridors	Approach E: New Settlement
	particularly where these are of a significant scale.	particularly where these are of a significant scale.	<p>take place in accordance with good design principles.</p> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent of landscape/ townscape impacts of specific developments, particularly where these are of a significant scale.</li> <li>The effects on the character of smaller settlements which might be identified for growth.</li> </ul>	particularly where these are of a significant scale.	<p>development of brownfield land where possible.</p> <ul style="list-style-type: none"> <li>Detailed policies on high quality design should be contained within the Local Plan.</li> <li>Policies within the Local Plan and proposals should seek to conserve and enhance the character and quality of the City Area's landscapes and townscapes.</li> </ul> <p><b>Assumptions</b></p> <ul style="list-style-type: none"> <li>It is assumed that larger strategic developments will take place in accordance with good design principles.</li> </ul> <p><b>Uncertainties</b></p> <ul style="list-style-type: none"> <li>The extent of landscape/ townscape impacts of specific developments, particularly where these are of a significant scale.</li> </ul>



APPENDIX L – HABITATS REGULATIONS ASSESSMENT



Chelmsford City Council

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# LOCAL PLAN 2022 – 2041 HABITATS REGULATIONS ASSESSMENT

HRA Supporting Information for Regulation 18  
Consultation





Chelmsford City Council

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# **LOCAL PLAN 2022 - 2041 HABITATS REGULATIONS ASSESSMENT**

HRA Supporting Information for Regulation 18 Consultation

**TYPE OF DOCUMENT (VERSION) PUBLIC**

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**OUR REF. NO. 808355----1\_P013.02**

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Chelmsford City Council

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# **LOCAL PLAN 2022 - 2041 HABITATS REGULATIONS ASSESSMENT**

## **HRA Supporting Information for Regulation 18 Consultation**

WSP

Canon Court West  
Abbey Lawn  
Shrewsbury  
SY2 5DE

Phone: +44 1743 342 000

[WSP.com](http://WSP.com)

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#### REVIEW OF PLANS AND PROGRAMMES

# 1 INTRODUCTION

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## 1.1 THE CHELMSFORD CITY COUNCIL (CCC) LOCAL PLAN

- 1.1.1. Chelmsford City Council (the Council) adopted the Chelmsford Local Plan 2013 – 2036 in May 2020. The Council is required to review the Local Plan every five years, and is currently preparing a new Local Plan for the period 2022 – 2041.
- 1.1.2. The Council is intending three rounds of public consultation on draft versions of the plan prior to its submission for examination by an independent Planning Inspector, on the following broad timeline:
- Review of the Adopted Local Plan - Issues and Options consultation (completed October 2022)<sup>1</sup>.
  - Review of the Adopted Local Plan - Preferred Options consultation (May-June 2024)<sup>2</sup>.
  - Review of the Adopted Local Plan - Consultation on Draft Local Plan (Regulation 19) (early 2025)
- 1.1.3. The Council is completing an Integrated Impact Assessment (IIA) alongside the revised Local Plan. This encompasses the Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Habitats Regulations Assessment (HRA), and Health Impact and Equality Assessment (HIEA) of the revised Local Plan.

## 1.2 HABITATS REGULATIONS ASSESSMENT

- 1.2.1. Regulations 105 and 107 of The Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats Regulations')<sup>3</sup> transpose the provisions of Articles 6(3) and 6(4) of Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the 'Habitats Directive') as they relate to land-use plans in England and Wales. Regulation 105 states that if a

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<sup>1</sup> Available at: <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/local-plan-review-2022/>

<sup>2</sup> Documentation available at: <https://www.chelmsford.gov.uk/media/ew4mbrsr/chelmsford-local-development-scheme-2023-2028.pdf>

<sup>3</sup> The 2017 Regulations have been amended by the *Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019* to reflect the UK's exit from the EU, although these largely carried forward the provisions and terminology of the 2017 Regulations and do not fundamentally alter their interpretation. This report therefore primarily refers to the 2017 Regulations and (where appropriate for clarity) the relevant provisions of the Habitats Directive.

land-use plan is “(a) is likely to have a significant effect on a European site<sup>4</sup> or a European offshore marine site<sup>5</sup> (either alone or in combination with other plans or projects); and (b) is not directly connected with or necessary to the management of the site” then the plan-making authority must “...make an appropriate assessment of the implications for the site in view of that site’s conservation objectives” before the plan is given effect.

- 1.2.2. The plan can only be given effect if it can be concluded (following an ‘appropriate assessment’) that the plan “...will not adversely affect the integrity” of a site, unless the provisions of Regulation 107 are met.
- 1.2.3. The process by which Regulation 105 is met is known as Habitats Regulations Assessment (HRA)<sup>6</sup>. An HRA determines whether there will be any ‘likely significant effects’ (LSE) on any European site as a result of a plan’s implementation (either on its own or ‘in combination’ with other plans or projects)<sup>7</sup> and, if so, whether there will be any ‘adverse effects on site integrity’<sup>8</sup>. The Council has a statutory duty to prepare the Local Plan and is therefore the Competent Authority for an HRA.

## 1.3 THIS REPORT

- 1.3.1. Regulation 105 essentially provides a test that the final plan must pass; there is no statutory requirement for HRA to be undertaken on draft plans or similar developmental stages (e.g. issues and options; preferred options). However, it is accepted best-practice for the HRA of strategic planning documents to be run as an iterative process alongside plan development, with the emerging policies or options reviewed during development to ensure that potentially adverse effects

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<sup>4</sup> As noted, the 2019 amendment to the Habitats Regulations largely carried forward the provisions and terminology of the 2017 Regulations, and so the term ‘European site’ is currently retained and for all practical purposes the definition is essentially unchanged. European sites are therefore: any Special Area of Conservation (SAC) from the point at which the European Commission and the UK Government agreed the site as a ‘Site of Community Importance’ (SCI) (if this was before 31 Jan 2020); any classified Special Protection Area (SPA); and any candidate SAC (cSAC). However, the term is also commonly used when referring to potential SPAs (pSPAs), to which the provisions of Article 4(4) of Directive 2009/147/EC (the ‘new wild birds directive’) are applied; and to possible SACs (pSACs) and listed Ramsar Sites, to which the provisions of the Habitats Regulations are applied a matter of Government policy (NPPF para. 187) when considering development proposals that may affect them. “European site” is therefore used in this document in its broadest sense, as an umbrella term for all of the above designated sites. Note, it is likely that this term will be supplanted at some point in the future although an appropriate UK-wide alternative has not yet been established (e.g. the NPPF in England has adopted the term ‘Habitats sites’ to refer collectively to those sites defined by Regulation 8; the *Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019* replaces ‘Natura 2000’ with the ‘National Site Network’).

<sup>5</sup> ‘European offshore marine sites’ are defined by Regulation 18 of *The Conservation of Offshore Marine Habitats and Species Regulations 2017* (as amended); these regulations cover waters (and hence sites) over 12 nautical miles from the coast.

<sup>6</sup> The term ‘Appropriate Assessment’ has been historically used to describe the process of assessment; however, the process is more accurately termed ‘Habitats Regulations Assessment’ (HRA), with the term ‘Appropriate Assessment’ limited to the specific stage within the process.

<sup>7</sup> Also referred to as the ‘test of significance’.

<sup>8</sup> Also referred to as the ‘integrity test’.

on European sites can be identified at an early stage, and avoided or mitigated through the plan development process. This is undertaken in consultation with Natural England (NE) and other appropriate consultees.

- 1.3.2. WSP Ltd. (WSP) is helping the Council to meet its obligations under Regulation 105. The Issues and Options (I&O) consultation was supported by an Integrated Impact Assessment (IIA) document, which included sections addressing HRA<sup>9</sup>. This provided:
- an outline of the proposed approach and scope of the Local Plan HRA;
  - a summary of the environmental and European site baseline, as currently understood, and any known data gaps or environmental aspects subject to future studies;
  - informal guidance for the Council on any HRA-related issues or risks that may be relevant to the Options selection process, and/or which may need to be considered when reviewing the Local Plan.
- 1.3.3. WSP subsequently reviewed the I&O consultation comments relating to HRA.
- 1.3.4. The Council has now drafted its “*Review of the Adopted Local Plan - Preferred Options*” consultation document and intends to issue this for consultation in May 2024. **This HRA report forms part of the IIA that accompanies the *Review of the Adopted Local Plan - Preferred Options* consultation document.**
- 1.3.5. As with the Issues and Options IIA this HRA report **does not constitute a formal ‘HRA screening’ or ‘Appropriate Assessment’** as the plan is still in development and so any screening or appropriate assessment conclusions would be premature; however, the principles of HRA are applied to Preferred Options to (a) provide an initial assessment of the likely HRA conclusions, were the plan adopted as currently drafted and (b) identify additional data requirements and/or additional measures that may be required to ensure that the Pre-Submission Draft Plan (Regulation 19) has no adverse effects on any European sites.
- 1.3.6. This report therefore adopts the broad layout and anticipated content of the final (Pre-Submission Draft) HRA report and so replicates some data and content from the Issues and Options IIA report (with these data reviewed and updated as required). The report includes the following aspects:
- Details of the approach to the HRA of the Local Plan (Section 2).
  - A summary of the baseline condition of the European sites and features that are potentially vulnerable (i.e. both exposed and sensitive) to the likely effects of the Local Plan, and the impact pathways (Section 3).
  - A summary of the initial screening assessments undertaken as part of the HRA of the emerging policies and proposals of the Local Plan, identifying those European sites and features that will

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<sup>9</sup> IIA Section 6; available at <https://www.chelmsford.gov.uk/media/undd2l1y/chelmsford-local-plan-issues-and-options-ia.pdf>.

not be affected by plan proposals, and those plan aspects (policies or allocations) which will not significantly affect any European sites (Section 4).

- Appropriate assessments for those European sites and features that are vulnerable to aspects of the Local Plan, taking account of avoidance or mitigation measures included in the Preferred Options (Reg. 18) plan (Sections 5 – 8).
- Identification of additional data requirements and/or additional measures that may be required to ensure that the Submission Draft (Reg. 19) plan avoids adverse effects on integrity (Sections 5 – 8).
- An indication of the anticipated conclusion for the HRA of the Local Plan, assuming a submission consistent with the Preferred Options (Reg. 18) plan (Section 9).

## 2 APPROACH TO HRA OF THE LOCAL PLAN

### 2.1 OVERVIEW

- 2.1.1. European Commission guidance<sup>10</sup> and established case-practice suggests a four-stage process for addressing Articles 6(3) and 6(4), and hence Regulations 105 and 107 (see Box 1), although not all stages will necessarily be required:

#### Box 1 – Stages of HRA

##### Stage 1 – Screening or ‘Test of significance’

This stage identifies the likely effects of a project or plan on a European site, either alone or ‘in combination’ with other projects or plans, and considers whether these effects are likely to be significant. The ‘screening’ test or ‘test of significance’ is a low bar, intended as a trigger rather than a threshold test: a plan should be considered ‘likely’ to have an effect if the competent authority is unable (on the basis of objective information) to exclude the possibility that the plan or project could have significant effects on any European site, either alone or in combination with other plans or projects; an effect will be ‘significant’ simply if it could undermine the site’s conservation objectives. Note that mitigation measures should not be taken into account at the ‘screening’ stage, in accordance with the People over Wind (Court of Justice of the European Union (ECJ) Case C-323/17); this reinforces the idea of screening as a ‘low bar’ and makes ‘appropriate assessments’ more common.

##### Stage 2 – Appropriate Assessment (including the ‘Integrity test’)

An ‘appropriate assessment’ (if required) involves a closer examination of the plan or project where the effects on relevant European sites are significant or uncertain, to determine whether any sites will be subject to ‘adverse effects on integrity’ if the plan or project is given effect. The scope of any ‘appropriate assessment’ stage is not set, and the assessments will not be extremely detailed in every case (particularly if mitigation is clearly available, achievable, and likely to be effective). The assessments must be ‘appropriate’ to the effects and proposal being considered, and sufficient to ensure that there is no reasonable doubt that adverse effects on site integrity will not occur (or sufficient for those effects to be appropriately quantified should Stages 3 and 4 be required).

##### Stage 3 – Assessment of Alternative Solutions

Where adverse effects remain after the inclusion of mitigation, Stage 3 examines alternative ways of achieving the objectives of the project or plan that avoid adverse impacts on the integrity of European sites. A plan or project that has adverse effects on the integrity of a European site cannot be permitted if alternative solutions are available, except for imperative reasons of overriding public interest (IROPI; see Stage 4).

##### Stage 4 – Assessment Where No Alternative Solutions Exist and Where Adverse Impacts Remain

This stage assesses compensatory measures where it is deemed that there are no alternatives that have no or lesser adverse effects on European sites, and the project or plan should proceed for imperative reasons of overriding public interest (IROPI). The EC guidance does not deal with the assessment of IROPI, although the IROPI need to be sufficient to override the adverse effects on European site integrity, taking into account the compensatory measures that can be secured (which must ensure the overall coherence of the ‘national site network’).

<sup>10</sup> *Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC* (EC 2002).

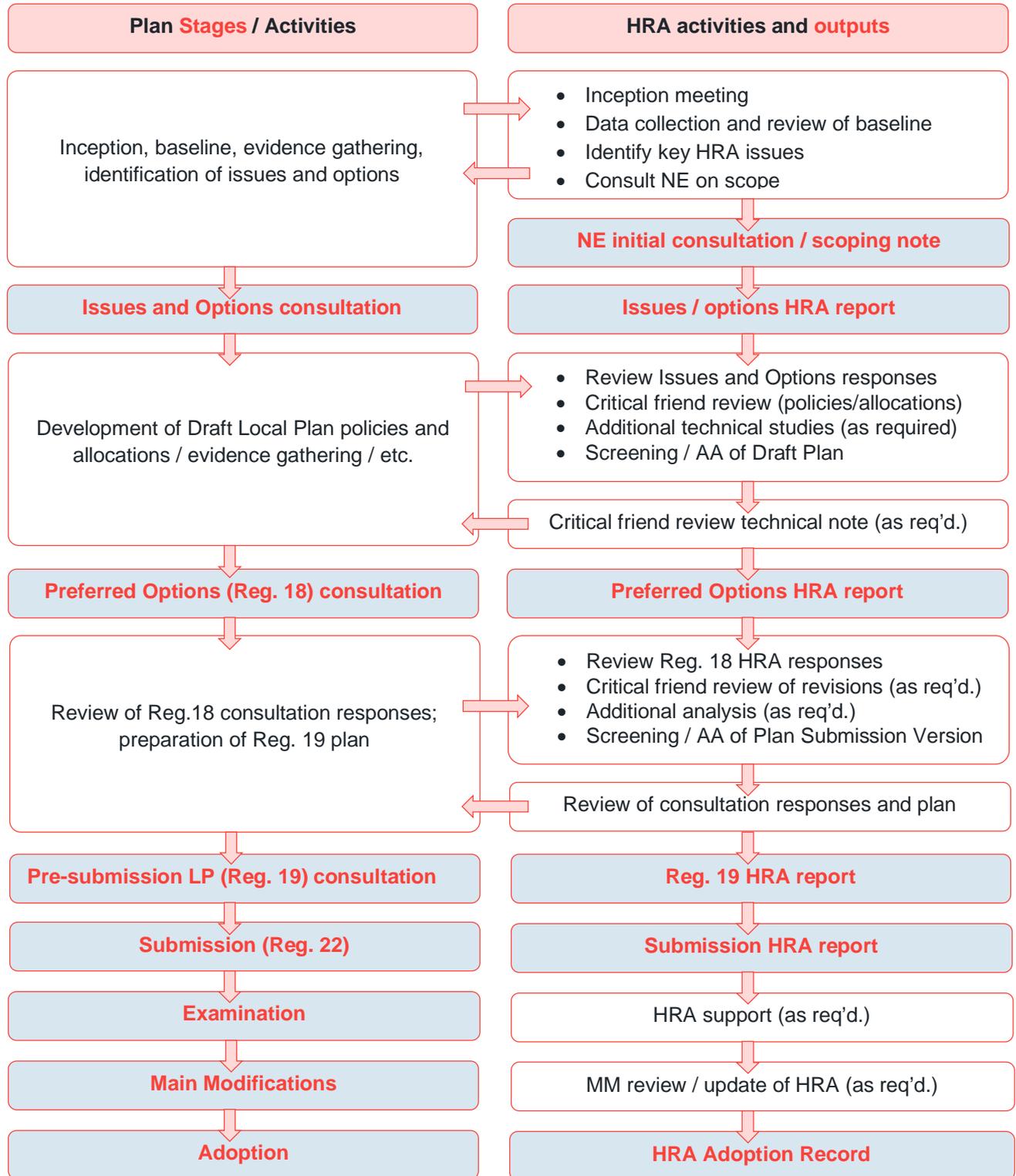
- 2.1.2. HRAs of local planning documents rarely proceed beyond Stage 2, as alternatives to policies or allocations that adversely affect the integrity of a European site<sup>11</sup> are almost always available.
- 2.1.3. The stages in Box 1 (if required) are used to ensure compliance with the Habitats Regulations and so principally reflect the stepwise legislative tests applied to the final, submitted project or plan; there is no statutory requirement for HRA (or its specific stages) to be completed for draft plans or similar developmental stages. Attempting to rigidly apply these steps to the emerging or interim stages of strategic plans is not always appropriate, and often reduces the clarity and usefulness of the HRA as a plan-shaping process for both plan-makers and consultees.
- 2.1.4. Consequently there is inherent flexibility for the HRA process to be run in a manner that provides maximum benefit for plan-development and sound decision-making, whilst still ultimately meeting the legislative tests.
- 2.1.5. The HRA of this plan therefore employs an iterative and consultative approach to HRA, with outputs tailored to each stage of the plan development and consultation process, and the requirements of the key stakeholders, rather than trying to force the guideline HRA stages on to the emerging plan. The HRA therefore contributes to the plan evidence-base, so assisting with the development of sustainable policies from the beginning of the plan-making process rather than being a purely retrospective ‘test’ applied towards the end.
- 2.1.6. Figure 2.1 below provides an overview of our preferred approach to the HRA of Local Plans, identifying the relationships between the HRA process / key outputs and the plan development / consultation points (Reg. 18 etc.). **Note, this is indicative and additional outputs may be appropriate as the plan evolves.**
- 2.1.7. In summary, the early stages of the process are relatively iterative and do not look like a ‘formal’ HRA – so, for example, the Issues and Options HRA report did not attempt to ‘screen’ the Issues and Options (partly as these will be too broad for any such assessment to be meaningful, although guidance would be provided if any options clearly present a risk of unavoidable adverse effects if pursued), but rather set out the local baseline and intended HRA scope, discuss potential data gaps, and identify the key HRA-related issues for the Local Plan to address in its development.
- 2.1.8. The HRA reporting aligns more closely with the guideline stages as the Local Plan develops, with the Preferred Options typically being accompanied by a ‘Draft Local Plan HRA’ report that includes a more detailed ‘screening’ and ‘appropriate assessment’ of the Preferred Options Draft Plan, setting

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<sup>11</sup> Note, the UK European sites are no longer legally part of the ‘Natura 2000’ network of protected sites, with this being replaced in the UK by the ‘national site network’ which comprises all existing SACs and SPAs and any new SACs and SPAs designated under the 2019 Regulations (Ramsar sites do not form part of the network). This also has relevance if compensation measures are required for an adverse effect, as the relevant metric is the overall coherence of the ‘national site network’. The 2019 Regulations establish management objectives for the ‘national site network’ which contribute to the conservation of UK habitats and species that are also of pan-European importance, and to the achievement of their favourable conservation status within the UK.

out the HRA-related evidence and the anticipated conclusion (if the plan were to be adopted as drafted, recognising that the HRA can only be completed for the final, adopted plan). This report would then be updated for subsequent consultation stages to reflect consultation responses and plan amendments.

**Figure 2-1 - Indicative HRA process for Local Plans**



## 2.2 GUIDANCE

2.2.1. The following guidance has been used during the review and assessment of the Preferred Options Local Plan:

- UK Government (2019). *Appropriate assessment: Guidance on the use of Habitats Regulations Assessment* [online]. Available at: <https://www.gov.uk/guidance/appropriate-assessment> [Accessed October 2023].
- Tyldesley, D. & Chapman, C. (2023). *The Habitats Regulations Assessment Handbook* [online]. DTA Publications Limited. Available at: <https://www.dtapublications.co.uk/handbook/>. [Accessed October 2023].
- EC (2019). *Managing Natura 2000 sites: The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC*. Available at: <https://op.europa.eu/en/publication-detail/-/publication/caf47cb6-207a-11e9-8d04-01aa75ed71a1/language-en/format-PDF/source-search>.
- Natural England (2020). *Guidance on how to use Natural England's Conservation Advice Packages in Environmental Assessments*. Natural England, Peterborough.
- Defra (2012). *The Habitats and Wild Birds Directives in England and its seas: Core guidance for developers, regulators & land/marine managers* [online]. Available at [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/82706/habitats-simplify-guide-draft-20121211.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/82706/habitats-simplify-guide-draft-20121211.pdf). [Accessed October 2023].
- PINS Note 05/2018: *Consideration of avoidance and reduction measures in Habitats Regulations Assessment: People over Wind, Peter Sweetman v Coillte Teoranta*. [withdrawn].
- SNH (2019). SNH Guidance Note: *The handling of mitigation in Habitats Regulations Appraisal – the People Over Wind CJEU judgement* [online]. Scottish Natural Heritage. Available at: <https://www.nature.scot/sites/default/files/2019-08/Guidance%20Note%20-%20The%20handling%20of%20mitigation%20in%20Habitats%20Regulations%20Appraisal%20-%20the%20People%20Over%20Wind%20CJEU%20judgement.pdf>. [Accessed October 2023].

2.2.2. Additional topic-specific guidance (for example, in relation to the assessment of air quality effects) is identified within the relevant assessment sections.

## 2.3 CONSULTATION AND PLAN EVOLUTION

2.3.1. The HRA process is completed alongside the development of the Plan, and the HRA reports issued at each stage of the plan development reflect the assessment and process at that point in time.

2.3.2. The consultations to date are as follows:

- initial consultation on the intended approach to HRA, undertaken alongside the SEA Scoping Report consultation (14 April – 20 May 2022);
- the 'Issues and Options' Reg. 18 consultation HRA document (11 August – 20 October 2022); and
- the 'Preferred Options' Reg. 18 consultation HRA document (this report – May – June 2024).

2.3.3. Appropriate HRA reports will be produced to accompany the future plan consultation stages; additional consultations on specific technical aspects are undertaken and documented as required.

## 2.4 STUDY AREA

- 2.4.1. The zone of influence of a Local Plan varies according to the aspect being considered (for example, noise effects would rarely extend more than a few hundred metres from the source), and so it is not usually appropriate to employ ‘arbitrary’ spatial buffers to determine those European sites that should be considered within an HRA.
- 2.4.2. However, as distance is a strong determinant of the scale and likelihood of most effects, the considered use of a suitably precautionary search area as a starting point for the assessment (based on an understanding of both the likely plan outcomes and European site interest features) has some important advantages. Using buffers allows the systematic identification of European sites using GIS, so minimising the risk of sites or features being overlooked, and ensures that sites for which there are no reasonable impact pathways can be quickly and transparently excluded from any further screening or assessment. It also has the significant advantage of providing a consistent point of reference for consultees following the assessment process, allowing the screening to focus on the potential effects, rather than on explaining why certain sites may or may not have been considered in relation to a particular aspect of the plan.
- 2.4.3. Most Local Plan HRAs adopt a 15km buffer for the identification of European sites that may be exposed to significant effects, with sites beyond this distance considered as required. The HRA of this plan therefore considers:
- all European sites within 15km of the Council’s administrative area (see Table 3.2, Section 3);
  - any additional sites that may be hydrologically linked to the Local Plan’s zone of influence; and
  - any additional sites identified by Natural England following the Issues and Options Consultation (particularly in relation to air or water quality, see below).
- 2.4.4. This is considered to be a suitably precautionary starting point for the assessment of the Local Plan. **Note, at the screening stage the assessment essentially assumes that there will be ‘no effect’ (and hence no possibility of ‘in combination’ effects) on European sites not included within the scope.**

## 2.5 DATA COLLECTION

- 2.5.1. The screening and appropriate assessment stages take account of the baseline condition of the European sites and their interest features<sup>12</sup>, including (where reported) data on
- the site boundaries and the boundaries of the component SSSIs;
  - the conservation objectives;
  - information on the attributes of the European sites that contribute to and define their integrity;

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<sup>12</sup> The interest features are taken to be the qualifying features; and other site features that may be relevant to site integrity, particularly ‘typical species’ (for SACs) and within-site supporting habitats for SPAs.

- the condition, vulnerabilities and sensitivities of the sites and their interest features, including known pressures and threats;
- the approximate locations of the interest features within each site (if reported); and
- designated or non-designated 'functional habitats' (if identified).

2.5.2. These data are derived from, where available / relevant:

- the most recent JNCC-hosted GIS datasets;
- the Standard Data forms for SACs and SPAs and Information Sheets for Ramsar sites;
- Article 12 and 17 reporting;
- the published site Conservation Objectives;
- Supplementary Advice to the conservation objectives (SACO) where available<sup>13</sup>;
- Site Improvement Plans (SIPs);
- Core Management Plans (Wales only); and
- the supporting Site of Special Scientific Interest's favourable condition tables where relevant and where no SACOs applicable to the features are available.

2.5.3. Note:

- For SPAs, the qualifying features are taken as those identified on the most recent JNCC datasets and citations or NE conservation objectives sheets, where these post-date the 2nd SPA Review (i.e. it will be assumed that any amendments suggested by the SPA review have been made) unless otherwise identified to us by NE; any site-specific issues relating to the SPA Review can be addressed in the screening and appropriate assessment of the preferred options (see below).
- The conservation objectives for Ramsar sites are taken to be the same as for the corresponding SACs / SPAs (where sites overlap); SSSI Definition of Favourable Condition (FCTs) are used for those Ramsar features not covered by SAC/SPA designations.

2.5.4. Where possible the site data is used to identify other features that may be relevant to site integrity, particularly '**typical species**' (for SACs), within-site **supporting habitats**, and designated or non-designated '**functional habitats**'.

2.5.5. A '**typical species**' is broadly described by EC guidance as being any species (or community of species) which is particularly characteristic of, confined to, and/or dependent upon the qualifying Annex I habitat feature at a particular site. This may include those species which:

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<sup>13</sup> NE has published '*Supplementary advice on conserving and restoring site features*' for most European sites in England which describe in more detail the range of ecological attributes which are most likely to contribute to a site's overall integrity, and the targets each qualifying feature needs to achieve in order for the site's conservation objectives to be met.

- are critical to the composition or structure of an Annex I habitat (e.g. constant species identified by the National Vegetation Classification (NVC) community classification);
- exert a critical positive influence on the Annex I habitat's structure or function (e.g. a bioturbator (mixer of soil/sediment), grazer, surface borer or predator);
- are consistently associated with, and dependent upon, the Annex I habitat feature for specific ecological needs (e.g. feeding, sheltering), completion of life-cycle stages (e.g. egg-laying) and/or during certain seasons/times; or
- are particularly distinctive or representative of the Annex I habitat feature at a particular site.

2.5.6. Within-site **supporting habitats** are those which support the population(s) of the qualifying species and which are therefore critical to the integrity of the feature.

2.5.7. '**Functional habitats**' are generally taken to be habitats or features outside a European site boundary that are important or critical to the functional integrity of the site habitats and / or its interest features. These might include, for example:

- 'buffer' areas around a site (e.g. dense scrub areas preventing public access; areas of land that reduce the effects of agricultural run-off; etc.);
- specific features or habitats relied on by mobile species during their lifecycle (e.g. high-tide roosts for waders; significant maternity colonies for bats known to hibernate within an SAC; areas that are critical for foraging or migration; etc. Note, this is not intended as a speculative catch-all covering any habitat that might be occasionally used by, or suitable for, a particular species<sup>14</sup>).

2.5.8. Note, many SPAs and Ramsar sites are largely coincident, both spatially and in terms of features; within this document SPA and Ramsar site names may therefore sometimes be combined with the suffix "SPA/Ramsar" for simplicity where this is not material to the assessment of specific sites or features.

## 2.6 REVIEWING THE EMERGING PLAN

2.6.1. The principles<sup>15</sup> of 'screening' are applied to the emerging plan and its components (i.e. the policies and allocations) as part of an iterative review process, to ensure that:

- any necessary technical assessments focus on those plan aspects that are likely to result in significant effects on European sites; and

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<sup>14</sup> Case law notes that such land should be necessary to the conservation of the protected habitat types and species (*Holohan v An Bord Pleanala C-461/17*) or play an important role in maintaining or restoring the population of qualifying species at favourable conservation status.

<sup>15</sup> i.e. exploring whether significant effects on European sites are possible; note, from a strict procedural perspective the tests in Regulation 105 (including the 'test of significance') can only be formally applied to the plan intended for adoption and not to its various phases or iterations; therefore the term 'screening' is used advisedly when applied to assessments completed alongside earlier stages of the plan development.

- that the policies of the adopted plan are drafted to provide appropriate overarching safeguards that help (alongside any subsequently identified mitigation) to ensure that the adopted plan will have no significant effects or no significant adverse effects.

2.6.2. The outcomes of the HRA reviews are reported as appropriate at each consultation stage; this reporting may outline anticipated conclusions in relation to specific plan aspects. The outcomes of these reviews are re-visited throughout plan evolution to ensure that they remain robust, and that the overall performance of the plan in relation to the safeguarding of European sites meets expectations.

2.6.3. The reviews are intended to be a coarse filter for identifying potential effect pathways that cannot be self-evidently discounted, and hence those aspects where further investigation ('appropriate assessment') is required to determine the scale or nature of any effects and / or any bespoke mitigation that is necessary, rather than detailed assessments in their own right.

## 2.7 SCREENING / ASSESSMENT OF THE DRAFT PLANS

2.7.1. The Preferred Options (Reg. 18) and Pre-Submission (Reg. 19) draft plans are accompanied by HRA documents that include a 'screening' and 'appropriate assessment', setting out the HRA-related evidence and the anticipated conclusion (if the plan were to be adopted as drafted, recognising that the HRA can only be completed for the final, adopted plan).

2.7.2. The 'screening' in these HRAs identifies the following aspects and excludes them from the scope of the appropriate assessment:

- those European sites that are **not** vulnerable (i.e. both exposed and sensitive) to the outcomes of the plan); and
- the policies and allocations that cannot have significant effects, alone or in combination, or which cannot be assessed at the plan level (e.g. policies that support development or other changes but which are too general to allow any specific assessments of effects (i.e. the locations, scale, quantum etc. are not specified below the geographical level of the plan, assuming that the type of development proposed is not such that significant effects would be unavoidable regardless of these aspects).

2.7.3. **The 'screening' does not take into account 'mitigation', in accordance with 'People over Wind' (see below).**

2.7.4. The '**appropriate assessment**' determines whether any aspect of the plan will have 'adverse effects on integrity' for any European sites, taking into account the sites' conservation objectives and conservation status. Site integrity (in HRA terms) is "*the coherent sum of the site's ecological structure, function and ecological processes, across its whole area, which enables it to sustain the habitats, complex of habitats and/or populations of species for which the site is designated*" (EC Guidance '*Managing Natura 2000*' (2018)).

2.7.5. Where a site or interest feature has a 'favourable' conservation status then a 'no adverse effects on integrity' conclusion can be reached provided that this status will not be undermined by the plan or project at hand; if the conservation status is 'unfavourable' then the plan or project must not reduce the conservation status further or create conditions that would make it more difficult for the site or feature to reach 'favourable' conservation status. It should be noted that this is not simply a test of whether there are negative effects; an effect may be negative but not undermine the site's

conservation objectives. The integrity test incorporates the precautionary principle, whereby plans or projects should not be approved unless there is no reasonable scientific doubt that adverse effects on site integrity will not occur<sup>16</sup>.

- 2.7.6. Appropriate assessments are therefore used to provide a more detailed examination of those plan aspects where significant effects are likely, or (commonly) where there is a residual uncertainty which the assessment is intended to resolve or a mitigation measure requires examination. The ‘appropriate assessment’ stage may therefore conclude that the proposals are likely to have an adverse effect on the integrity of a site (in which case they should be abandoned or modified); or that the effects will be ‘significant’ but not adverse (i.e. an effect pathway exists, but those effects will not undermine site integrity, perhaps due to mitigation proposed for inclusion within the plan); or that the effects would, if screening were re-visited, be ‘not significant’ (i.e. the anticipated effect is subsequently shown to be nugatory or *de minimis*<sup>17</sup>).

## IN COMBINATION EFFECTS

- 2.7.7. Consideration of ‘**in combination**’ effects is not a separate assessment but is integral to both the screening and appropriate assessment stages.
- 2.7.8. At the screening stage the ‘in combination’ assessment focuses on those Local Plan effects that are ‘not significant’, aiming to identify whether these effects might interact with other plans or projects to result in significant effects on a European site in combination (recognising that Local Plan effects that are effectively nil and indistinguishable from background variations cannot operate ‘in combination’ and so can be excluded from the in combination assessment at the screening stage). Any significant ‘in combination’ effects identified are then considered at the appropriate assessment stage, where the assessment aims to determine whether the residual effects of the Local Plan (after mitigation is accounted for) could nevertheless interact with aspects of other plans and projects to adversely affect the integrity of a European site.
- 2.7.9. There is limited guidance available on the scope of the ‘in combination’ element, particularly with regard to which plans or projects should be considered.
- 2.7.10. The assessment of in combination effects arising within the Local Plan itself, or between Local Plans (e.g. of allocations cumulatively or the overall quantum of development regionally) are fundamentally integrated into the assessments, as most effect pathways (e.g. increased recreational pressure) are inherently cumulative.

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<sup>16</sup> It should be noted that ‘no reasonable scientific doubt’ does not mean ‘absolute certainty’ (which is rarely achievable in any case, particularly at the plan level where detail on specific future developments is often unavailable); sufficient certainty may be achieved through the use of suitably conservative assumptions (e.g. in modelling) or evidence from best-practice elsewhere, taking into account any advice from the relevant statutory bodies. The plan-making authority can then put in place a legally enforceable framework that provides certainty by ensuring that the potential adverse effects identified using the best-available information will not be realised.

<sup>17</sup> In the absence of avoidance or mitigation measures, as per ‘People over Wind’.

- 2.7.11. However, the assessment should not be limited to plans at the same level in the planning hierarchy and there is consequently a wide range of strategic plans that could have potential ‘in combination’ effects with the Local Plan. The plans identified by the SA provide the basis for the assessment of ‘in combination’ effects with strategic plans; these plans are reviewed to identify any potential effects (see **Appendix C**) and then considered (as necessary) within the screening and appropriate assessment stages. The assessment does not generally include national strategies, national policy or legislation since the Local Plan must be compliant with these. The assessment takes account of any HRAs completed for those plans, where these are freely available for review<sup>18</sup>. It is considered that ‘in combination’ effects are most likely in respect of other regional and sub-regional development plans and strategies.
- 2.7.12. With regard to projects, The Planning Inspectorate’s National Infrastructure Projects database<sup>19</sup> is used to identify major projects with the potential to affect the European sites in the HRA scope, along with any other major projects that CCC are advised of during the plan development process. However, it should be noted that the in combination assessment can be greatly limited by the information available for other plans and projects, particularly where these are at an early stage of development.
- 2.7.13. It is not generally possible to produce a definitive list of existing minor planning applications near each European site, and generating a list of these is typically of little value (since many will be consented and delivered prior to the plan being adopted, and/or before developments supported by the plan are bought forward (i.e. they will form part of the baseline for future project-level HRAs); they typically must meet the policy requirements of the Local Plan also.

## 2.8 NOTES ON MITIGATION AND AVOIDANCE

- 2.8.1. The development of avoidance or mitigation measures is important to the HRA and plan development process. ‘Avoidance measures’ are those that are implemented during the iterative plan development process (for example, abandoning a policy or allocation that is likely to have unavoidable adverse effects if implemented)<sup>20</sup>; mitigation measures are used where significant effects are identified in order to prevent adverse effects on a site’s integrity<sup>21</sup>.
- 2.8.2. Avoidance or mitigation measures should aim to reduce the probability or magnitude of impacts on a European site until ‘no likely significant effects’ or ‘no adverse effects on integrity’ are anticipated,

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<sup>18</sup> There is no statutory requirement to issue HRAs for public comment, and so many HRAs are not available or are only made available publicly for short consultation periods. In these instances it is assumed that the HRA of the plan was able to conclude ‘no adverse effects’ if the relevant plan has been adopted.

<sup>19</sup> <https://infrastructure.planninginspectorate.gov.uk/projects/>

<sup>20</sup> Note, the term ‘avoidance measures’ in this context is not synonymous with the representation of ‘mitigation’ used in the People over Wind judgment.

<sup>21</sup> Although it should be noted that not all ‘likely significant effects’ will require mitigation measures: the effect may be considered to be likely to be significant (i.e. has the potential to undermine the conservation objectives) but may be shown on further examination to be too limited to have any risk of adversely affecting site integrity.

and they will generally involve the development and adoption of (for example) wording changes to policies, or additional safeguarding policies. Measures must be specific and targeted, and likely to work; it is not appropriate to re-state existing legislation or policy, for example by adding “*and must have no significant effect on any European site*” (or similar) to every policy. The avoidance or mitigation measures should also reflect the limited influence that the Council can exert on non-planning issues and should not generally exceed requirements set by national planning policy or guidance.

- 2.8.3. The ‘People Over Wind’ judgment creates some issues for the application of avoidance and mitigation measures in the HRA process, stating that “...*it is not appropriate, at the screening stage, to take account of the measures intended to avoid or reduce the harmful effects [mitigation] of the plan or project on that site*”; as noted, this contrasts with established practice in this area (based on the ‘Dilly Lane’ judgment)
- 2.8.4. There is limited guidance on the practical implementation of the ‘People over Wind’ judgment, particularly for plan-level HRAs where the assessment process is usually concurrent with plan development and where measures are invariably incorporated into the plan before the formal ‘screening’ of the final version takes place. Indeed, many ‘recommendations’ derived from an iterative policy review process might be interpreted as ‘avoidance’ or ‘mitigation’ measures if viewed solely in terms of their implications for European sites, making it difficult to distinguish between basic good policy practice and ‘mitigation’.
- 2.8.5. For example, generic policies promoting the use of Sustainable Drainage Systems (SuDS); or safeguarding designated sites (including European sites); or requiring that developers ensure utility provision in advance of occupation, are fairly standard inclusions in virtually all land-use plans but will all act to moderate potential environmental changes that could affect European sites. However, it would clearly be illogical to attempt to screen a hypothetical version of the plan that did not include such policies, particularly if these are included independently of the HRA results.
- 2.8.6. The broader context of the ‘People over Wind’ case suggests that the judgment is principally focusing on those instances where specific measures are included or relied on to avoid or mitigate a specific effect that has been identified, and which would otherwise be significant; the judgment argues that the effectiveness of any such measures should be examined through an appropriate assessment stage. It is therefore arguable that an exhaustive examination of a plan’s genesis to see if any aspects might count as ‘mitigation’ for screening purposes is not necessary, or (arguably) consistent with the intent of the Habitats Directive or the ‘People over Wind’ judgment.
- 2.8.7. Therefore, the screening **does not** take account of specific measures that are included in response to a specific identified effect on a European site, and which are intended to avoid or reduce that effect. However, generic policy safeguards that would be included regardless of the presence of European sites are essentially just ‘the plan’ and are not considered to be ‘mitigation’ unless there is a specific effect or pathway that they are intended or relied on to obviate. Aspects requiring specific investigations to understand the problem (and hence the mitigation requirements), or which rely on established mitigation to avoid an effect, are subject to AA.

## 2.9 UNCERTAINTY AND ‘DOWN THE LINE’ ASSESSMENT

- 2.9.1. For most policies, even at the strategic level, it will be clear if adverse effects are likely at an early stage, and in these instances the policy should not be included within the plan since plans should not include proposals which would be likely to fail the Habitats Regulations tests at the project

application stage. For other options, however, the effects may be uncertain and it is therefore important that this uncertainty is addressed either through additional investigation or (if this is not possible) appropriate mitigation measures that provide certainty that the predicted effect will not occur or will not adversely affect site integrity.

2.9.2. It is usually possible to incorporate caveats or measures within policy text that are sufficient to ensure that adverse effects will not occur. However, for other policies this may not be possible because there is insufficient available information about the nature of the development that is being proposed through the policy to enable a robust conclusion to be reached. In these instances, it may be appropriate and acceptable for assessment to be undertaken 'down-the-line' at a lower tier in the planning hierarchy. For this to be acceptable, the following conditions must be met:

- the higher tier plan appraisal cannot reasonably predict the effects on a European site in a meaningful way; whereas;
- the lower tier plan, which will identify more precisely the nature, scale or location of development, and thus its potential effects, retains enough flexibility within the terms of the higher tier plan over the exact location, scale or nature of the proposal to enable an adverse effect on site integrity to be avoided; and
- HRA of the plan at the lower tier is required as a matter of law or Government policy.

2.9.3. This approach is applied as appropriate to the screening and appropriate assessment stages.

### 3 BASELINE SUMMARY AND IMPACT PATHWAYS

#### 3.1 EFFECT PATHWAYS AND KEY REGIONAL PRESSURES

- 3.1.1. The provisions of the Habitats Regulations ensure that ‘direct’ (encroachment) effects on European sites as a result of land use change (i.e. the partial or complete destruction of a European site) are generally unlikely under normal circumstances, and this will not occur as a result of the Local Plan. Indeed, local plans will generally assist the safeguarding of European sites through their protective policies. However, there will be a number of areas where the direction, controls or influence provided by a plan can result in outcomes that can affect European site interest features.
- 3.1.2. Most potential effect pathways are associated with broad ‘quantum of development’ or population growth aspects, and whilst a local plan is not necessarily the main driver of these effects, they do have a key role in managing them locally through the site allocation process. In this context, the main aspects through which the Local Plan could affect European sites in the study area are:
- through individual allocations or supported developments that are ‘directed’ to a specific location or area; or
  - through ‘in combination’ effects resulting from the cumulative impacts of development associated with the Local Plan and with the plans and programmes of external authorities (such as neighbouring LPAs).
- 3.1.3. These aspects could affect European sites on their own, through typical development-related mechanisms operating at the local scale in relation to specific allocations (e.g. noise, lighting, etc.; see **Table 3.1**); or collectively by exacerbating regional pressures (e.g. pressures on water supply).

**Table 3-1 - Typical effect pathways and environmental changes associated with terrestrial development**

Pressure / Threat	Common environmental changes
Hydrological changes	Temperature changes Salinity changes Water flow changes Flood regime changes
Pollution and other chemical changes	Non-synthetic and synthetic compound contamination Radionuclide contamination Introduction of other substances (solid, liquid or gas) De-oxygenation Nutrient enrichment Organic enrichment
Physical loss	Physical loss of habitat Physical change to another habitat
Physical damage	Habitat structure changes Changes in suspended solids Siltation rate changes

Pressure / Threat	Common environmental changes
Other physical pressures	Litter Electromagnetic changes Noise changes Introduction of light Barrier to species movement Death or injury by collision
Biological pressures	Visual disturbance Genetic modification and translocation of indigenous species Introduction or spread of non-indigenous species Introduction of microbial pathogens Exploitation / harvesting of species Removal of non-target species during exploitation / harvesting

- 3.1.4. Significant effects or significant adverse effects as a result of individual allocations ‘alone’ are typically unlikely as most environmental changes have a limited ‘zone of influence’ (for example, noise effects on species will rarely be significant over 500m from the source based on natural rates of attenuation alone), and most allocations will not be located particularly close to a European site. However, the Local Plan HRA must also consider the potential for development supported by the plan to operate ‘in combination’ both internally (e.g. between allocations) or with external plans and programmes (e.g. cumulative housing growth regionally). ‘In combination’ changes are often of an inherently larger scale or operate over larger areas.
- 3.1.5. There is obviously a wide range of potential mechanisms and pathways for ‘in combination’ effects depending on the European sites and features. However, there are a few key mechanisms by which local plans (etc.) most commonly operate cumulatively to affect European sites; these are noted below, and provide the broad framework for assessing potential ‘in combination’ effects associated with the Local Plan:
- **Recreational pressure:** Many European sites will be vulnerable to some degree of impact as a result of recreational pressure, although the effects of recreational pressure are complex and very much dependent on the specific conditions and interest features at each site. Local plans can influence recreational pressure through their allocations and associated controls.
  - **Urbanisation:** Urbanisation is generally used as a collective term covering a suite of often disparate risks and impacts that occur due to increases in human populations near protected sites. This would include varied aspects such as fly-tipping or vandalism, predation by cats, or the dispersal of invasive species, although the effects of these aspects depend on proximity, accessibility and the interest features of the sites. This is generally only realised where allocations are close to a designated site.
  - **Atmospheric pollution:** The most relevant air pollutants to habitats and species (particularly plant species) are the primary pollutants sulphur dioxide (SO<sub>2</sub>, typically from combustion of coal and heavy fuel oils), nitrogen oxides (NO<sub>x</sub>, mainly from vehicles) and ammonia (NH<sub>3</sub>, typically from agriculture). These pollutants affect habitats and species mainly through acidification and eutrophication. Local Plans will generally have few specific point-sources for air emissions and

such emissions would typically be controlled through project-level permissions; the main issue for local plans is the assessment of ‘in combination’ effects due to air quality changes that might be associated with the quantum of development growth proposed / supported by a Local Plan, particularly in relation to traffic and N-deposition.

- **Water resources and flow regulation:** The exploitation and management of water resources is connected to a range of activities, most of which are not directly controlled or influenced by local plans; for example, agriculture, flood defence, recreation, power generation, fisheries and nature conservation. Much of the water supply to water-resource sensitive European sites is therefore managed through specific consenting regimes that are independent of local plans. Increased housing growth (which is likely to be supported by a local plan) increases demand on public water supply abstractions, some of which are associated with European sites; however, the consenting regimes are subject to HRA and, importantly, water companies are required to produce 25-year Water Resource Management Plans (WRMPs) that take into account predicted population growth and protected sites when considering future water resource provision. It is therefore very unlikely that development within one local planning authority area could have direct and consequential effects on a European site if growth is in line with water company predictions, particularly as most water companies operate conjunctive-use systems that do not rely on single-source provision. This aspect is most typically managed through policy.
- **Water quality:** Most waterbodies and watercourses are affected to some extent by point or diffuse sources of pollutants, notably nitrates and phosphates. Point sources are usually discrete discharge points, such as wastewater treatment works (WTW) outfalls, which are generally managed through specific consenting regimes that are independent of local plans. In contrast, diffuse pollution is derived from a range of sources (e.g. agricultural run-off; road run-off) that cannot always be easily traced or quantified. Development promoted or supported by local plans is likely to increase demand on wastewater treatment works, and potentially increase run-off which could indirectly affect downstream European sites – although there will inevitably be attenuation as distance from the source increases.

3.1.6. In addition, many European interest features (particularly more mobile animal species) may use or be reliant on non-designated habitats outside of a European site during their life-cycle. All of the above aspects (recreation, water resources, etc.) can therefore also affect European site integrity indirectly through effects on ‘functional habitats’ beyond the designated site boundary.

3.1.7. It should be noted that CCC is completing various reports and studies to update the environmental baseline for the Local Plan, some of which will be relevant to the HRA including:

- Stage 1 - Scoping Water Cycle Study, 2024
- Stage 2 - Detailed Water Cycle Study, 2024
- SFRA Level 1, 2024

3.1.8. Other new Evidence Base (EB) is in preparation and will be published alongside the Preferred Options consultation in May 2024:

- SFRA Level 2, 2024
- Sequential and Exception Testing, 2024

3.1.9. These are available at <https://www.chelmsford.gov.uk/planning-and-building-control/planning-policy-and-local-plan/local-plan-review-2022/>.

## 3.2 EUROPEAN SITE SUMMARIES

3.2.1. As noted, the HRA of the Local Plan will consider potential effects on:

- all European sites within 15km of the Council's administrative area (see Table 3.2);
- any additional sites that may be hydrologically linked to the Local Plan's zone of influence; and
- any additional sites identified by Natural England following the Issues and Options consultation.

3.2.2. This is considered to be a suitably precautionary starting point for the assessment of the Local Plan. This scope therefore includes the following sites<sup>22</sup>:

**Table 3-2 - European sites within scope**

Site	Location relative to the CCC boundary
Essex Estuaries SAC	Includes all of the principal estuaries within Essex; within the CCC area along the River Crouch and its tributaries near South Woodham Ferrers.
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA	Within the CCC area along the River Crouch and its tributaries near South Woodham Ferrers.
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar	Within the CCC area along the River Crouch and its tributaries near South Woodham Ferrers.
Blackwater Estuary (Mid-Essex Coast Phase 4) SPA	Closest point of this site (near Maldon) is approximately 5.3km from the CCC boundary; hydrologically connected via the River Chelmer.
Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar	Closest point of this site (near Maldon) is approximately 5.3km from the CCC boundary; hydrologically connected via the River Chelmer.
Benfleet and Southend Marshes SPA	Closest point of this site (near Canvey Island) is approximately 8.4km from the CCC boundary; no hydrological connectivity.
Benfleet and Southend Marshes Ramsar	Closest point of this site (near Canvey Island) is approximately 8.4km from the CCC boundary; no hydrological connectivity.
Foulness (Mid-Essex Coast Phase 5) SPA	Approximately 13.6km from CCC boundary; no hydrological connectivity.
Foulness (Mid-Essex Coast Phase 5) Ramsar	Approximately 13.6km from CCC boundary; no hydrological connectivity.

<sup>22</sup> Note, at the screening stage the assessment would essentially assume that there will be 'no effect' (and hence no possibility of 'in combination' effects) on European sites not included within the scope.

Thames Estuary and Marshes SPA	Approximately 13.5km from CCC boundary; no hydrological connectivity.
Thames Estuary and Marshes Ramsar	Approximately 13.5km from CCC boundary; no hydrological connectivity.
Abberton Reservoir SPA	Closest point of this site is approximately 16.6km from the CCC boundary; site included due to the reliance of the Essex Water Resource Zone (which covers Chelmsford) on this source.
Abberton Reservoir Ramsar	Closest point of this site is approximately 16.6km from the CCC boundary; site included due to the reliance of the Essex Water Resource Zone (which covers Chelmsford) on this source.
Dengie (Mid-Essex Coast Phase 1) SPA	Closest point of this site is approximately 20.0km from the CCC boundary; no hydrological connectivity. Site is included following scoping response from NE in relation to the previous Local Plan, principally due to the potential for visitor pressure effects.
Dengie (Mid-Essex Coast Phase 1) Ramsar	Closest point of this site is approximately 20.0km from the CCC boundary; no hydrological connectivity. Site is included following scoping response from NE in relation to the previous Local Plan, principally due to the potential for visitor pressure effects.
Outer Thames Estuary SPA	This SPA was extended in December 2017 to include (inter alia) areas of the Crouch and Roach Estuaries that provide foraging habitat for common terns associated with the Foulness SPA. Closest point of site is approximately 2.7km from the CCC boundary.
Epping Forest SAC	NE (in its response to the Preferred Options Consultation Document for the previous Local Plan) indicated that the HRA should also consider potential effects on Epping Forest SAC (approximately 17km west of the Chelmsford City Council Administrative Area boundary) due to air quality changes; this site is included in the scope for the revised Local Plan for consistency.

- 3.2.3. Consultations with Natural England have not identified any additional sites that are likely to require assessment.
- 3.2.4. With regard to downstream receptors, all of the European sites downstream of the CCC area are identified in **Table 3.2**. Note that the coastal and estuarine European sites that are down-catchment from the CCC area have not been identified as sites that are in unfavourable condition due to

excessive nutrients in recent NE advice to LPAs<sup>23</sup> (such that ‘nutrient neutrality’<sup>24</sup> is being deployed or considered as mitigation).

3.2.5. **The key data for these sites are set out in Appendix A.** This provides a summary of the European sites within the scope, including:

- a contextual overview of each site;
- their interest features;
- their condition; and
- the current pressures and threats identified for each site<sup>25</sup>.

3.2.6. These are based on the citations, the Site Improvement Plans (SIPs), information on the condition of the underlying SSSIs, and any supplementary advice provided by Natural England<sup>26</sup>.

3.2.7. The potential mechanisms by which the Local Plan could affect these sites are discussed in **Section 3.1**. There are many factors currently affecting the European sites over which the Local Plan will have no or little influence; analysis of the available European site data and the SSSI condition assessments indicates that the most common reasons for an ‘unfavourable’ condition assessment of the component SSSI units are due to inappropriate management of some form (e.g. over- or under-grazing, scrub control, water-level management etc.).

## CONSERVATION OBJECTIVES

3.2.8. The Conservation Objectives and Supplementary advice documents for the SACs and SPAs benchmark Favourable Conservation Status (FCS) for each feature. Guidance<sup>27</sup> from the UK Statutory Nature Conservation Bodies (SNCBs) provides a broad characterisation of FCS, stating that it “relates to the long-term distribution and abundance of the populations of species in their natural range, and for habitats to the long-term natural distribution, structure and functions as well as

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<sup>23</sup> Letter from NE to LPA Chief Executives and Heads of Planning, 16 March 2022; Re. Advice for development proposals with the potential to affect water quality resulting in adverse nutrient impacts on habitats sites.

<sup>24</sup> Poor water quality due to nutrient enrichment from elevated nitrogen and phosphorus levels is one of the primary reasons for European sites being in unfavourable condition, and substantial reductions are needed to achieve favourable conservation status. ‘Nutrient neutrality’ is a mitigation approach that potentially allows new developments to be approved provided that there is no net increase in nutrient loading within the catchments of the affected European site.

<sup>25</sup> The Natural England Site Improvement Plans identify ‘pressures’, which are factors that are known to be currently affecting a site, and ‘threats’ which are factors that may not be exerting a pressure at the moment but which have the potential to do so based on local site knowledge.

<sup>26</sup> NE has published ‘*Supplementary advice on conserving and restoring site features*’ for most European sites, which describe in more detail the range of ecological attributes which are most likely to contribute to a site’s overall integrity, and the targets each qualifying feature needs to achieve in order for the site’s conservation objectives to be met.

<sup>27</sup> JNCC (2018). *Favourable Conservation Status: UK Statutory Nature Conservation Bodies Common Statement* [online]. Available at: <https://data.jncc.gov.uk/data/b9c7f55f-ed9d-4d3c-b484-c21758cec4fe/FCS18-InterAgency-Statement.pdf>. [Accessed March 2022].

*the long-term survival of its typical species in their natural range. It describes a situation in which individual habitats and species are maintaining themselves at all relevant geographical scales and with good prospects to continue to do so in the future”.*

3.2.9. The conservation objectives for the sites noted above have been revised by Natural England in recent years to improve the consistency of assessment and reporting. As a result, the high-level conservation objectives for all sites are effectively the same:

3.2.10. For SACs:

- *With regard to the SAC and the natural habitats and/or species for which the site has been designated (the ‘Qualifying Features’...), and subject to natural change; ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring [as applicable to each site];*
  - *The extent and distribution of the qualifying natural habitats;*
  - *The extent and distribution of the habitats of qualifying species;*
  - *The structure and function (including typical species) of the qualifying natural habitats;*
  - *The structure and function of the habitats of qualifying species;*
  - *The supporting processes on which the qualifying natural habitats rely;*
  - *The supporting processes on which the habitats of qualifying species rely;*
  - *The populations of qualifying species; and,*
  - *The distribution of qualifying species within the site.*

3.2.11. For SPAs:

- *With regard to the SPA and the individual species and/or assemblage of species for which the site has been classified (the ‘Qualifying Features’...), and subject to natural change; ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:*
  - *The extent and distribution of the habitats of the qualifying features;*
  - *The structure and function of the habitats of the qualifying features;*
  - *The supporting processes on which the habitats of the qualifying features rely;*
  - *The population of each of the qualifying features; and*
  - *The distribution of the qualifying features within the site.*

3.2.12. The conservation objectives for Ramsar sites are taken to be the same as for the corresponding SACs / SPAs (where sites overlap). The conservation objectives are considered when assessing the potential effects of plans and policies on the sites; information on the sensitivities of the interest features also informs the assessment. Links to the conservation objectives are provided in **Appendix A**.

3.2.13. As noted, NE has published ‘Supplementary advice on conserving and restoring site features’ for some European sites, which describe in more detail the range of ecological attributes which are most likely to contribute to a site’s overall integrity, and the minimum targets each qualifying feature needs to achieve in order to meet the site’s conservation objectives. These are considered at the screening and appropriate assessment stages, as necessary.

### **3.3 IN COMBINATION PLANS AND PROJECTS PLANS**

- 3.3.1. The plans identified by the SA provide the basis for the assessment of 'in combination' effects with strategic plans (see Appendix B).

#### **PROJECTS**

- 3.3.2. The assessment currently takes into account the following major projects identified by the Planning Inspectorate (PINS) or otherwise identified within approximately 20km of the relevant European sites (Table 3.3). It should be recognised that many of these projects are offshore projects that inherently have an extremely low risk of interacting directly with the CCC Local Plan to affect any European sites (i.e. spatially coincident impacts, etc.).

**Table 3-3 – Major Projects considered for potential in combination effects**

Project	Summary	Status	European sites in LP HRA scope potentially exposed to i/c effects*
Manston Airport	Plans to reopen and develop Manston Airport into a dedicated air freight facility able to handle at least 10,000 air cargo movements.	Determined (2022)	<ul style="list-style-type: none"> <li>■ Outer Thames Estuary SPA</li> <li>■ Note, project HRA identified no LSE or no adverse effects for any European sites.</li> </ul>
Sea Link	High Voltage Direct Current (HVDC) offshore cables from Suffolk to Pegwell Bay	Pre-application	<ul style="list-style-type: none"> <li>■ Essex Estuaries SAC</li> <li>■ Foulness (Mid-Essex Coast Phase 5) Ramsar</li> <li>■ Foulness (Mid-Essex Coast Phase 5) SPA</li> </ul>
Tilbury2	A new port facility acting alongside the existing Port of Tilbury. Extension of existing jetty facilities and the dredging of berth pockets in the River Thames.	Decided (2020)	<ul style="list-style-type: none"> <li>■ Thames Estuary and Marshes Ramsar</li> <li>■ Thames Estuary and Marshes SPA</li> <li>■ Note, project HRA identified no adverse effects for any European sites</li> </ul>
Lower Thames Crossing (Recommendation)	New road crossing connecting Kent and Essex between Gravesham and East Tilbury.	Recommendation	<ul style="list-style-type: none"> <li>■ Thames Estuary and Marshes Ramsar</li> <li>■ Thames Estuary and Marshes SPA</li> <li>■ Note, the project HRA identified no effect pathways for any other sites in the CCC LP HRA scope, including The Swale SPA/Ramsar or the Medway Estuary and Marshes SPA/Ramsar.</li> </ul>
LionLink	High Voltage Direct Current (HVDC) offshore cables from the Netherlands to Suffolk.	Pre-application	<ul style="list-style-type: none"> <li>■ Outer Thames Estuary SPA</li> </ul>

Project	Summary	Status	European sites in LP HRA scope potentially exposed to i/c effects*
East Anglia ONE	An offshore wind farm which could consist of up to 67 turbines, generators and associated infrastructure, with an installed capacity of up to 800MW, located 36km from Lowestoft and 42km from Southwold	Decided	<ul style="list-style-type: none"> <li>■ Outer Thames Estuary SPA</li> <li>■ Note, project HRA identified no LSE or no adverse effects for any European sites.</li> </ul>
East Anglia TWO	An offshore wind farm which could consist of up to 75 turbines, generators and associated infrastructure, with an installed capacity of up to 900MW, located 37km from Lowestoft and 32km from Southwold	Decided	<ul style="list-style-type: none"> <li>■ Outer Thames Estuary SPA</li> <li>■ Note, project HRA identified no LSE or no adverse effects for any European sites.</li> </ul>
A12 Chelmsford to A120 Widening Scheme	Widening where necessary of the A12 between Chelmsford (junction 19) and the A120 (junction 25) from two to three lanes in each direction	Decided	<ul style="list-style-type: none"> <li>■ Essex Estuaries SAC</li> <li>■ Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA</li> <li>■ Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) SPA</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar</li> <li>■ Abberton Reservoir SPA</li> <li>■ Abberton Reservoir Ramsar</li> <li>■ Dengie (Mid-Essex Coast Phase 1) SPA</li> <li>■ Dengie (Mid-Essex Coast Phase 1) Ramsar</li> <li>■ Outer Thames Estuary SPA</li> <li>■ Note, project HRA identified no LSE for any European sites, including in combination with the Chelmsford Local Plan.</li> </ul>

Project	Summary	Status	European sites in LP HRA scope potentially exposed to i/c effects*
Sizewell C	New nuclear power station.	Decided	<ul style="list-style-type: none"> <li>■ Outer Thames Estuary SPA</li> <li>■ Note, project HRA identified no LSE or no adverse effects for any European sites.</li> </ul>
Norwich to Tilbury	Proposal to reinforce the 400kV high voltage power network in East Anglia to include a new 400kV connection substation in the Tendring district	Pre-application	<ul style="list-style-type: none"> <li>■ Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA</li> <li>■ Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) SPA</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar</li> <li>■ Abberton Reservoir SPA</li> <li>■ Abberton Reservoir Ramsar</li> <li>■ Potential impacts on birds away from the estuaries.</li> </ul>
North Falls Wind Farm	An offshore electricity generating station approximately 24.5km from its nearest point at the Port of Lowestoft.	Pre-application	<ul style="list-style-type: none"> <li>■ Outer Thames Estuary SPA</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) SPA</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar</li> </ul>
Five Estuaries Offshore Wind Farm	Five Estuaries is an offshore wind farm to generate in excess of 300MW.	Pre-application	<ul style="list-style-type: none"> <li>■ Outer Thames Estuary SPA</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) SPA</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar</li> </ul>
Oikos Storage Ltd	The Oikos Marine & South Side project comprises the alteration of existing harbour facilities	Pre-application	<ul style="list-style-type: none"> <li>■ Outer Thames Estuary SPA</li> <li>■ Thames Estuary and Marshes Ramsar</li> <li>■ Thames Estuary and Marshes SPA</li> </ul>
Nautilus Interconnector	Nautilus Interconnector is a proposed second Interconnector between Great Britain and Belgium.	Pre-application	<ul style="list-style-type: none"> <li>■ Outer Thames Estuary SPA</li> </ul>

Project	Summary	Status	European sites in LP HRA scope potentially exposed to i/c effects*
Bradwell B	A new nuclear power station capable of generating up to 2.2GW of electricity.	Pre-application	<ul style="list-style-type: none"> <li>■ Essex Estuaries SAC</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) SPA</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar</li> <li>■ Dengie (Mid-Essex Coast Phase 1) SPA</li> <li>■ Dengie (Mid-Essex Coast Phase 1) Ramsar</li> <li>■ Outer Thames Estuary SPA</li> </ul>

\* Note, this draws on any HRAs for these schemes that are publicly available; it is assumed that if a European site is not considered by the project-level screening then that project has ‘no effect’ on that site (and no possibility of ‘in combination’ effects with the Local Plan).

### 3.4 2013 – 2036 LOCAL PLAN HRA

3.4.1. The main HRA document for the 2013 – 2036 Local Plan was completed in 2018, and reviewed and finalised prior to publication of the plan in 2020.

3.4.2. The HRA of the 2013 – 2036 Local Plan concluded that most aspects of the plan would have no significant effects on any European sites, alone or in combination. Appropriate assessments were undertaken where effect pathways could not be self-evidently excluded at screening, which took account of mitigation measures in accordance with ‘People over Wind’. In summary:

- **Recreational Pressures:** The Council committed to the adoption of the Essex Coast Recreational Disturbance Avoidance and Mitigation Strategy (RAMS)<sup>28</sup> which sets out a long-term strategic approach to lessen the impact of local housing development on protected birds along the Essex coast. The RAMS included measures successfully employed for other European sites, and this plan-level mitigation measure was therefore considered to be both achievable and likely to be effective and so was relied on to ensure that proposals coming forward under the Local Plan either avoid affecting the designated sites entirely (no significant effect) or will not adversely affect site integrity where potential effect pathways remain.
- **Air Quality:** The air quality assessment focused on sections of Epping Forest SAC and the mid-Essex estuaries sites that are within 200m of a road that might see a potentially significant increase in traffic (>1,000 AADT) and to which the Local Plan might reasonably contribute. This analysis determined that:
  - The Local Plan’s contribution to traffic growth and air quality changes around Epping Forest SAC would be inconsequential, and that air quality and associated traffic thresholds for the features of the SAC will be substantially exceeded over plan period irrespective of the Local Plan’s contribution to traffic volumes near this site. The ‘in combination’ contribution of the Local Plan is therefore considered to be too small to be ‘significant’.
  - There will be traffic growth associated with a large allocation at South Woodham Ferrers on roads within 200m of the Crouch estuary European sites, but these changes will not exceed the accepted thresholds for significance, alone or ‘in combination’. Furthermore, the features of these estuarine sites are not highly sensitive to air quality changes due to the physiochemical characteristics of the sites. The same conclusion was reached for roads near the Blackwater estuary around Maldon.
- **Water quality:** A detailed WCS was undertaken by AECOM (2018) which has concluded that the treatment capacity of one waste water treatment works in the region could be exceeded due to the growth supported by the Local Plan, which could affect the European sites of the mid-Essex estuaries. However, the improvements required to support the housing growth envisaged by the plan are possible using wastewater treatment technologies currently available and are achievable

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<sup>28</sup> Available at: <https://www.chelmsford.gov.uk/media/uj2nfqpl/essex-coast-rams-habitats-regulations-assessment-strategy-document-2018-2038.pdf>

before the capacity limitations expose European sites to potential effects. The Local Plan included policies requiring the provision of the infrastructure necessary to support new development (including utilities provision and SuDS), which will (in conjunction with the existing waste water planning and consents regime).

- **Functional land:** A review of the allocation sites concluded that it is unlikely that any of the sites coincide with functionally-significant non-designated areas of land that are likely to be critical to the integrity of any European sites (particularly with reference to Golden plover and Dark-bellied brent geese). Most are a substantial distance from the nearest European sites and do not appear particularly unique or otherwise notable in a regional context. It is considered that any risk can be accurately quantified and appropriately mitigated at a lower planning tier (e.g. site masterplanning).

3.4.3. The HRA concluded that the Local Plan would have ‘no adverse effects’ on the integrity of any European sites, alone or in combination.

## 4 PREFERRED OPTIONS ‘SCREENING’

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### 4.1 PREFERRED OPTIONS PLAN SUMMARY

- 4.1.1. The updated Local Plan, together with the adopted Minerals and Waste Local Plans, South East (Inshore) Marine Plan and made (adopted) Neighbourhood Plans, will form the Development Plan for the area<sup>29</sup>.
- 4.1.2. The Local Plan outlines the strategic priorities and long-term vision for Chelmsford and identifies locations for delivering housing and other strategic development needs such as employment, leisure, community and transport development. It contains a Spatial Strategy to deliver this vision. The Local Plan sets out the amount and location of new development, and how places will change and be shaped throughout the Local Plan period and beyond.
- 4.1.3. The Preferred Options Local Plan is available at: (To be added ahead of consultation)  
In broad terms the Preferred Options Local Plan includes:
- Nine ‘Strategic Priorities’ for the Council’s area;
  - Provision for up to 18,000 homes over the plan period (the quantum of growth), comprising 16,539 on allocated sites and 1,461 from windfall;
  - Policies providing geographical direction for development (typically specific housing and employment site allocations, but also implicit location preferences for certain activities or sectors prescribed through (for example) areas of search);
  - Policies broadly supporting development or other changes, but which do not specify a quantum or location;
  - Various development control policies that set out the Council’s tests or expectations when considering proposals, such as safeguarding policies, environmental protection policies or policies relating to design or other qualitative criteria.
- 4.1.4. These aspects could affect European sites on their own, through typical development-related mechanisms operating at the local scale in relation to specific allocations (e.g. noise, lighting, etc.; see Table 3.1); or collectively by exacerbating regional pressures (e.g. pressures on water supply or sewerage treatment).

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<sup>29</sup> Note, HRAs for these plans have been completed (where required) by the relevant competent authorities, and are accounted for as necessary by the HRA of the Preferred Options. These plans are also considered for their ‘in combination’ effects with the Local Plan, although it should be noted that the Local Plan is designed to operate reciprocally with these plans.

## 4.2 REVIEW / INITIAL ‘SCREENING’ OF PLAN COMPONENTS: POLICIES AND ALLOCATIONS

### REVIEW OF PREFERRED OPTIONS POLICIES

- 4.2.1. When considering the likely effects of a policy, it is recognised that some policy ‘types’ cannot usually result in impacts on any European sites. Different guidance documents suggest various classification and referencing systems to help identify those policies that can be ‘screened out’ on that basis; the general characteristics of these policy types are summarised in **Table 4.1**.

**Table 4-1 - Policy ‘types’ that can usually be screened out**

Broad Policy Type	Notes
General statements of policy / aspiration	The European Commission recognises* that plans or plan components that are general statements of policy or political aspirations cannot have significant effects; for example, general commitments to sustainable development. This may include policies that support development or other changes but which are too general (e.g. locations, scale, quantum etc. not specified below the geographical level of the plan) to allow any specific assessments of effects, provided that the type of development proposed is not such that significant effects would be unavoidable regardless of location etc.
General design / guidance criteria or policies that cannot lead to or trigger development	A general ‘criteria based’ policy expresses the tests or expectations of the plan-making body when it comes to consider proposals, or relates to design or other qualitative criteria which do not themselves lead to development (e.g. controls on building design; requirements for affordable homes; etc); however, policies with criteria relating to specific proposals or allocations should not be screened out.
External plans / projects	Plans or projects that are proposed by other plans or permissions regimes and which are referred to in the plan being assessed for completeness (for example, Highways Agency road schemes; specific waste development proposals promoted by a County Minerals and Waste Plan; DCO applications being advanced separately from the plan at hand); however, these would be considered as part of the plan-level ‘in combination’ assessment.
Environmental protection policies	Policies designed to protect the natural or built environment will not usually have significant or adverse effects (although they may often require modification if relied on to provide sufficient safeguards for other policies).
Policies which make provision for change but which could have no conceivable effect	Policies or proposals that cannot affect a European site (due to there being no impact pathways and hence no effect; for example, proposals for new cycle path several kilometres from the nearest European site; criteria for a development’s appearance; etc.) or which cannot undermine the conservation objectives, either alone or in combination, if impact pathways exist.

\* EC (2000). *Managing Natura 2000 sites: the provisions of Article 6 of the ‘Habitats’ Directive 92/43/EEC*

- 4.2.2. It must be noted that it is inappropriate to uncritically apply a policy classification tool (as in **Table 4.1**) to all policies of a certain type. There will be some occasions when a policy or similar may have potentially significant effects, despite being of a ‘type’ that would normally be screened out. Moreover, many policies will have a number of elements to them which may meet different criteria.
- 4.2.3. The criteria in **Table 4.1** have been applied to a review of the Preferred Options policies within the Local Plan to identify the following broad policy groups:
- **‘No effect’** policies: policies that will have ‘no effect’ (i.e. policies that, if included as drafted, self-evidently would not have any effect on a European site due to the type of policy or its operation; for example, a policy controlling town centre shop signage; a policy setting out sustainable development criteria that developments must meet). Note that ‘no effect’ policies cannot have in-combination effects.
  - **‘No likely significant effect’** policies: policies where impact pathways exist but the effects will not be significant (alone or in-combination).
  - **‘Likely significant effect’** policies: policies where the precise effects on European sites (either alone or in combination) are uncertain or significant, or where measures have been incorporated into the policy to mitigate potential effects, and hence require additional investigation (appropriate assessment). Note that further investigation will often demonstrate that there is no significant effect or allow the suitability of any incorporated mitigation measures to be confirmed.
- 4.2.4. Reflecting these policy groups, a colour coding system (see **Table 4.2**) has been used for the review and initial ‘screening’ of the Local Plan policies in **Appendix B**.

**Table 4-2 - Colour coding for ‘screening’ of Local Plan policies**

	No effect or no LSE – policy will not or cannot affect any European sites and can therefore be screened out (subject to a brief review of the final policy prior to adoption).
	Policies with mitigating/moderating elements that do not have significant effects but which are relied on (at least in part) to ensure that significant or significant adverse effects from specific pathways do not occur; these are examined through AA.
	Policies that have potential pathways for effects that require examination through appropriate assessment; note, this does not imply such policies will have adverse effects or even (potentially) significant effects; rather it is an assessment flag.

- 4.2.11. It should be noted that the inclusion of a policy in the ‘yellow’ category does not mean that significant effects are inevitable since in many instances the assessments reflect uncertainties that need to be explored through further analysis (and it would be possible to undertake an appropriate assessment stage and still conclude (following a further screening) that there will be no significant effects).
- 4.2.12. The review considers the policies collectively and individually, and so takes the non-specific cross-cutting protective policies within the plan into account although cross-cutting or overarching policies are not relied on where specific mitigation for specific effects is considered necessary for the policy (this is particularly relevant for policies that provide broad or non-specific support for development but which are screened out because they do not define or direct particular developments or activities; in these instances the plan’s protective policies will form a key part of the overall decision-

making process). The review also considers any internal tensions within the plan that may be relevant to HRA.

- 4.2.13. In summary, the vast majority of the planning policies contained in the Preferred Options Local Plan are categorised as ‘no effect’ or ‘no significant effect’ policies (see Appendix A). However, the policies in Table 4.3 are explored further through appropriate assessment.

**Table 4-3 - Policy aspects requiring examination through appropriate assessment**

<b>Policies</b>	<b>Screening rationale</b>
S6 Housing and Employment Requirements	This policy underpins the growth intentions for the CCC area and therefore is linked to the consideration of possible in combination effects due to recreational pressure
S7 The Spatial Strategy	This policy underpins the spatial distribution of growth; the principal aspect of potential conflict is the inclusion of South Woodham Ferrers in the top tier hierarchy, although this is arguably reasonable given that it is the main settlement area outside Chelmsford. This aspect is explored further.
Allocation policies	Allocation policies are examined for potential effects alone and in combination.

## REVIEW OF PREFERRED OPTIONS SITE ALLOCATIONS

- 4.2.14. The allocation sites (housing, employment) proposed by the Council have been reviewed to identify those which (if developed) could result in significant effects on a European site that are not obviously avoidable with the standard project-level measures that would be required to meet existing regulatory regimes. The assessment largely focuses on the identification of specific effects that might be associated with specific allocations (and which may therefore require the inclusion of allocation-specific mitigation within the plan) rather than the broader ‘quantum of development’ effects<sup>30</sup>. The risk of effects is obviously strongly dependent on how a particular development is implemented at the project stage and in most cases potential effects can be avoided using best-practice and standard scheme-level avoidance measures which do not necessarily need to be specified for each allocation.
- 4.2.15. In summary, none of the Preferred Options allocations will have significant effects alone due to their small size, the habitats affected, the absence of impact pathways, and their distance from the nearest European sites, with the possible exception of the following:
- One allocation within 500m of a European site (Land North of South Woodham Ferrers)

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<sup>30</sup> Effects due to the overall quantum of development are essentially a within-plan ‘in combination’ effect and are considered in relation to specific European sites in Section 4.3.

- Allocations that may affect ‘functionally linked land’ (FLL) associated with some sites (see **Section 4.3** below).

## **4.3 REVIEW / ‘SCREENING’ OF EUROPEAN SITES**

- 4.3.1. European sites or interest features within a study area can often be excluded from further assessment at an early stage in the assessment process (‘screened out’) because the plan or project will self-evidently have either ‘no effect’ or ‘no significant effect’ on these sites (i.e. the interest features are not sensitive to the environmental changes associated with the plan or project; or will not be exposed to those changes due to the absence of any reasonable impact pathways); or, if both exposed and sensitive, the effects of the environmental changes will clearly be inconsequential to the achievement of the conservation objectives).
- 4.3.2. The following sections provide a brief summary of the screening of the European sites and their interest features based on the baseline data summarised in Section 3 and the policies and proposals of the Preferred Options Draft Local Plan. It should be noted that this aspect of the screening process is a ‘low bar’, with sites, aspects or features only ‘screened out’ if they will self-evidently be unaffected by the Local Plan (i.e. it is aiming to identify those aspects that will clearly have ‘no effect’ or ‘no significant effect’ (alone or in combination) due to an absence of impact pathways). It does not attempt a detailed quantification if significant effects via particular pathway cannot be simply or self-evidently excluded (this is completed at an ‘appropriate assessment’ stage, when mitigation is also accounted for).
- 4.3.3. When screening it is appropriate to assume that all relevant lower-tier consents and permissions (etc.) will be correctly assessed and controlled, and that any activities directly or indirectly supported by the Local Plan will adhere to the relevant legislative and regulatory requirements and all normal best-practice (e.g. it would be inappropriate to assume that normal controls on, for example, the installation of a new discharge to a watercourse would not be correctly followed). The screening also recognises that there are some aspects over which the Local Plan will have no control (e.g. agricultural practices).

### **RECREATIONAL PRESSURE**

- 4.3.4. Many European sites will be vulnerable to some degree of impact as a result of recreational pressure, although the effects of recreational pressure are complex and very much dependent on the specific conditions and interest features at each site. For example: some bird species are more sensitive to disturbance associated with walkers or dogs than others; some habitats will be more sensitive to trampling or mechanical disturbance than others; some sites will be more accessible than others.
- 4.3.5. The most typical mechanisms for recreational effects are through direct damage of habitats, or disturbance of certain species. Damage will most often be accidental or incidental, but many sites are particularly sensitive to soil or habitat erosion caused by recreational activities and require careful management to minimise any effects (for example, through provision and maintenance of ‘hard paths’ (boardwalks, stone slabs etc.) and signage to minimise soil erosion along path margins).
- 4.3.6. Disturbance of species due to recreational activities can also be a significant problem at some sites, although the relationship (again) is highly variable and depends on a range of factors including the species, the time of year and the scale, type and predictability of disturbance. Most studies have

focused on the effects on birds, either when breeding or foraging. For example, a long-term monitoring project by Natural England on the Thanet Coast has found that turnstones (a shoreline-feeding waterbird) are particularly vulnerable to disturbance from dogs, which interrupts their feeding behaviour and can prevent them from gaining sufficient body fat for overwintering or migration. Finney *et al.* (2005), meanwhile, noted that re-surfacing the Pennine Way significantly reduced the impact of recreational disturbance on the distribution of breeding Golden plover, by encouraging walkers to remain on the footpath.

- 4.3.7. In contrast, some species are largely unaffected by human disturbance (or even benefit from it) which can result in local or regional changes in the composition of the fauna. The scale, type and predictability of disturbance is also important; species can become habituated to some disturbance (e.g. noise), particularly if it is regular or continuous. Unpredictable disturbance is most problematic.
- 4.3.8. Most recreational activities with the potential to affect European sites are ‘casual’ and pursued opportunistically (e.g. walking, walking dogs, riding) rather than structured (e.g. organised group activities or trips to specific discrete attractions), which means that it can be difficult to quantify or predict either the uptake or the impacts of these activities on European sites and (ultimately) harder to control or manage effects. It also means that it is difficult to explore in detail all of the potential aspects of visitor pressure at the strategy level. However, it is possible for plans and strategies to influence recreational use of European sites through the planning process, for example by increasing the amount of green space required within or near developments if potentially vulnerable European sites are located nearby.
- 4.3.9. Attempts to predict the effects of increased recreation on European sites that may be associated with development or allocations derived from strategic plans typically aim to identify the distance within which a certain percentage of visits originate. These are then used to identify ‘buffer zones’ or ‘zones of influence’ within which new development would be considered likely to have significant effects on a site.
- 4.3.10. However, it is important to note that there is no standard method for defining the ‘zone of influence’ and a range of approaches have been adopted for different sites. For example, in a study for Canterbury City Council, Fearnley *et al.* (2014) suggested several possible options for a ‘zone of influence’ around the Thanet Coast SAC, on which mitigation proposals could be based; these ranged from 4.9km (the distance within which 75% of all ‘regular visitors’<sup>31</sup> live) to 7.2km (the distance within which 90% of all ‘regular visitors’ live), to 9.8km (the distance within which 75% of all visitors live). Indeed, Fearnley *et al.* (2014) note that “*The identification of a ‘zone of influence’ is really an exercise in identifying a boundary which seems pragmatic, representative of visitor patterns to the site, the physical features of the site, infrastructure, current housing distribution and the nature of the surrounding area*”. The South-East Devon European Site Mitigation Strategy (Liley *et al.* 2014) identifies several alternative approaches for determining the a ‘zone of influence’ around the Exe Estuary SPA (and hence the appropriate area for seeking developer contributions towards

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<sup>31</sup> People visiting at least once a week.

mitigation); these ranged from 7.8km from the SPA boundary to 14.3km, with a distance of 10km ultimately selected for the purposes of seeking developer contributions.

- 4.3.11. Probably the most common metric now used for ‘buffer zones’ or ‘zones of influence’ is the distance within which approximately 75% of visitors live. This is obviously strongly influenced by the location of the nearest large population centres (i.e. sites that are further from population centres will inevitably have larger 75% distances) but based on various surveys over recent years the distance within which 75% of visitors live is typically less than 7km (although coastal sites are often more attractive with larger distances). Some visitor surveys (particularly for sites that are regional attractions, hence likely to attract occasional visitors travelling relatively far) use the area within which 90% of ‘regular visitors’ (i.e. once a week or more) live; this results in smaller Zols (vs the 75% metric) that reflect the relatively greater impact of these users.
- 4.3.12. Visitor surveys have been previously undertaken for some sites within the scope, which provide a reasonable and robust basis for identifying locations within which residential development might result in ‘significant effects’ alone or in combination.
- 4.3.13. The Essex Coast RAMS defines ‘Zones of influence’ (Zol) for the European sites associated with the Essex estuaries, based on visitor surveys, which provide a reasonable and robust basis for identifying locations within which residential development might result in ‘significant effects’ alone or in combination. These Zols vary according to the site: in summary, the CCC area overlaps with the Zols for seven European sites (Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar; Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar; Dengie SPA/Ramsar<sup>32</sup>; and Essex Estuaries SAC.

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<sup>32</sup> Note, Dengie SPA/Ramsar, located on the eastern end of the Dengie peninsula, is a substantial distance from the nearest population centres and recognised for its relative inaccessibility by road; the Zol for this site is consequently 20km, arguably reflecting the distance to the nearest large towns rather than the site being proportionally more attractive to visitors than, say, the Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar (Zol 4.5km).

**Table 4-4 - Summary of European site screening in relation to visitor pressure**

Site	Notes	Screen in?
Essex Estuaries SAC	This site is vulnerable (i.e. both exposed and sensitive) to increases in recreational activity and visitor pressure from regional housing growth, to which CCC will contribute; the Essex Coast RAMS defines 'zones of influence' (Zol) within which significant effects from housing growth are considered likely; the Zol for this site is based on the Zols for the associated SPA/Ramsar sites (see below). All of the residential allocation sites in the Preferred Options Local Plan are within the Zols for the Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar or the Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar, and hence for this site also.	Yes
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA	Strategic Growth Site 10 (North of South Woodham Ferrers) is within the Zol for this site defined by the Essex Coast RAMS.	Yes
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar	Strategic Growth Site 10 (North of South Woodham Ferrers) is within the Zol for this site defined by the Essex Coast RAMS.	Yes
Blackwater Estuary (Mid-Essex Coast Phase 4) SPA	All of the residential allocation sites in Chelmsford are within the Zol for this site defined by the Essex Coast RAMS.	Yes
Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar	All of the residential allocation sites in Chelmsford are within the Zol for this site defined by the Essex Coast RAMS.	Yes
Benfleet and Southend Marshes SPA	The Zol for this site defined by the Essex Coast RAMS does not overlap with the CCC area.	No
Benfleet and Southend Marshes Ramsar	The Zol for this site defined by the Essex Coast RAMS does not overlap with the CCC area.	No
Foulness (Mid-Essex Coast Phase 5) SPA	The Zol for this site defined by the Essex Coast RAMS does not overlap with the CCC area.	No
Foulness (Mid-Essex Coast Phase 5) Ramsar	The Zol for this site defined by the Essex Coast RAMS does not overlap with the CCC area.	No
Thames Estuary and Marshes SPA	The Zol for this site defined by the Essex Coast RAMS does not overlap with the CCC area.	No
Thames Estuary and Marshes Ramsar	The Zol for this site defined by the Essex Coast RAMS does not overlap with the CCC area.	No
Abberton Reservoir SPA	Public access to the reservoir is limited and controlled by ESW, and access is designed to minimise effects on the interest features of the site. Effects as a result of the Local Plan are therefore very unlikely given the control over access (and hence exposure) that can be ensured at this site.	No

Site	Notes	Screen in?
Abberton Reservoir Ramsar	As for Abberton Reservoir SPA.	No
Dengie (Mid-Essex Coast Phase 1) SPA	Strategic Growth Site 10 (North of South Woodham Ferrers) is within the Zol for this site defined by the Essex Coast RAMS.	Yes
Dengie (Mid-Essex Coast Phase 1) Ramsar	Strategic Growth Site 10 (North of South Woodham Ferrers) is within the Zol for this site defined by the Essex Coast RAMS.	Yes
Outer Thames Estuary SPA	This marine site is designated for its aggregation of wintering red-throated diver and foraging areas for common tern and little tern breeding at Foulness (Mid-Essex Coast Phase 5) SPA, Breydon Water SPA and Minsmere to Walberswick SPA. The site is within 2.5km of the CCC area on the Crouch estuary.	Yes
Epping Forest SAC	Visitor surveys for the Epping Forest Strategic Access Management and Monitoring (SAMM) Strategy indicate that the Zol for recreational effects is 6.2km; the CCC plan will not therefore have significant effects on this site.	No

## URBANISATION

- 4.3.14. Urbanisation is generally used as a collective term covering a suite of often disparate risks and impacts that occur due to increases in human populations near protected sites. Typically, this would include aspects such as fly-tipping or vandalism, although the effects of these aspects again depend on the interest features of the sites: for example, predation of some species by cats is known to be sizeable (Woods *et al.* 2003) and can be potentially significant for some European sites. Recreational pressure is arguably one type of effect associated with urbanisation, although this is usually considered separately as it is less closely associated with proximity; as a broad guide, urbanisation effects are more likely when developments (etc.) are within a few hundred metres of a designated site, whereas people will typically travel further for recreation.
- 4.3.15. Where sensitive sites are involved, development buffers of around 400m are typically used to minimise the effects of urbanisation: for example, Natural England has identified a 400m zone around the Chichester and Langstone Harbours SPA within which housing development should not be located due to the potential effects of urbanisation (particularly, the risk of chick predation by cats, which cannot be mitigated). Similarly, LPAs near the Thames Basin Heaths SPA have adopted a 400m zone around the SPA boundary where there is a presumption against new residential development as the impact on the SPA is considered likely to be adverse. For screening purposes therefore it is assumed that proximate urbanisation effects will not occur over 1km from a site.
- 4.3.16. It should be noted that the bird species at these sites are particularly sensitive due to their breeding behaviours; the qualifying features of other sites may a substantially lower exposure to potential effects due to their behavioural characteristics.
- 4.3.17. Only two European sites (**Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar**) are within 1km of the CCC area; these sites are therefore considered further (specifically with reference to **Strategic Growth Site 10: North of South Woodham Ferrers**).

There will be no significant effects via this aspect, alone or in combination, for any other European sites.

## ATMOSPHERIC POLLUTION

- 4.3.18. A number of pollutants have a negative effect on air quality; however, the most significant and relevant to habitats and species (particularly plant species) are the primary pollutants sulphur dioxide (SO<sub>2</sub>, typically from combustion of coal and heavy fuel oils although this has declined substantially), nitrogen oxides (NO<sub>x</sub>, mainly from vehicles) and ammonia (NH<sub>3</sub>, principally from agriculture, although catalytic converters are a significant source), which (together with secondary aerosol pollutants<sup>33</sup>) are deposited as wet or dry deposits. These pollutants affect habitats and species mainly through acidification and eutrophication.
- 4.3.19. Acidification increases the acidity of soils, which can directly affect some organisms and which also promotes leaching of some important base chemicals (e.g. calcium), and mobilisation and uptake by plants of toxins (especially metals such as aluminium).
- 4.3.20. Air pollution contributes to eutrophication within ecosystems by increasing the amounts of available nitrogen (N)<sup>34</sup>. This is a particular problem in low-nutrient habitats, where available nitrogen is frequently the limiting factor on plant growth, and results in slow-growing low-nutrient species being out-competed by faster growing species that can take advantage of the increased amounts of available N.
- 4.3.21. Overall in the UK, there has been a significant decline in SO<sub>x</sub> and NO<sub>x</sub> emissions in recent years and a consequential decrease in acid deposition. In England, SO<sub>x</sub> and NO<sub>x</sub> have declined by 97% and 72% respectively since 1970 (Defra, 2018) which is the result of a switch from coal to gas, nuclear and renewables for energy generation, and increased efficiency and emissions standards for cars. These emissions are generally expected to decline further in future years. In contrast, emissions of ammonia have remained largely unchanged; they have declined by 10% in England since 1980 (Defra, 2018), but since 2008 have started to increase slightly.
- 4.3.22. The effect of SO<sub>x</sub> and NO<sub>x</sub> decreases on ecosystems has been marked, particularly in respect of acidification; the key contributor to acidification is now thought to be deposited nitrogen, for which the major source (ammonia emissions) has not decreased significantly. Indeed, eutrophication from N-deposition (again, primarily from ammonia) is now considered the most significant air quality issue for many habitats.
- 4.3.23. In practice, the principal source of air pollution associated with the Local Plan will be related to changing patterns of vehicle use due to the promotion of new development (since the Local Plan does not provide for any new significant point-sources). The Department of Transport's *Transport*

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<sup>33</sup> Secondary pollutants are not emitted, but are formed following further reactions in the atmosphere; for example, SO<sub>2</sub> and NO<sub>x</sub> are oxidised to form SO<sub>4</sub><sup>2-</sup> and NO<sub>2</sub><sup>-</sup> compounds; ozone is formed by the reaction of other pollutants (e.g. NO<sub>x</sub> or volatile organic compounds) with UV light; ammonia reacts with SO<sub>4</sub><sup>2-</sup> and NO<sub>2</sub><sup>-</sup> to form ammonium (NH<sub>4</sub><sup>+</sup>).

<sup>34</sup> Nitrogen that is in a form that can be absorbed and used by plants.

*Analysis Guidance*<sup>35</sup> states that “beyond 200m, the contribution of vehicle emissions from the roadside to local pollution levels is not significant” and therefore this distance is used to determine the potential exposure of the European sites to any local effects associated with the Local Plan. Environment Agency (EA) guidance (EA, 2007) also states that “Where the concentration within the emission footprint in any part of the European site(s) is less than 1% of the relevant long-term benchmark (EAL, Critical Level or Critical Load), the emission is not likely to have a significant effect alone or in combination irrespective of the background levels”.

- 4.3.24. Highways England’s *Design Manual for Roads and Bridges* (DMRB) sets out an approach for assessing the effect of emissions from specific road schemes on designated sites; this suggests that a quantitative air quality assessment may be required if a European site is within 200m of an affected road and the predicted change in annual average daily traffic (AADT) is over 1,000.
- 4.3.25. This approach has some limitations when considering the effects of a Local Plan (rather than a specific road scheme) although in the absence of any other specific guidance or thresholds it has typically been applied to main or strategic roads<sup>36</sup> within 200m of a European site, with case law<sup>37</sup> indicating that changes in AADT on particular roads should be determined ‘in combination’ with other plans and projects.
- 4.3.26. Recent JNCC guidance<sup>38</sup> recommends that “For the purpose of decision-making, unless local circumstances support a wider zone, plan HRA should take account of the potential effects of traffic emissions on European sites located within 10 km of the plan boundary. This zone is based on professional judgment recognising that the effects of growth from development beyond 10 km will have been accounted for in the Nitrogen Futures [refer to Refer <https://jncc.gov.uk/our-work/nitrogen-futures>] modelling work business as usual scenario.”
- 4.3.27. GIS analysis identifies only one main road (motorway, A or B) within both 200m of a European site and 10km of the CCC area (the B1026 Goldhanger Road at Maldon). However potential effects on roads near **Epping Forest SAC**, the **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar** and the **Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar** are also considered for consistency with the adopted Local Plan and its HRA.
- 4.3.28. Note, for most wetland habitats (particularly waterbodies) eutrophication via agricultural run-off and flood water is overwhelmingly more significant than air pollution, and available-N is rarely a limiting

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<sup>35</sup> See <http://www.dft.gov.uk/webtag/documents/expert/unit3.3.3.php#013>; accessed 15/06/14.

<sup>36</sup> i.e. trunk roads, A-roads and some B-roads. Changes in the number of vehicles using minor roads in the region will be too small to meaningfully assess using the industry standard approaches to AADT modelling that can be applied at the strategy-level (i.e. without substantial additional data collection including field monitoring at specific locations – this may be appropriate for a specific development or allocation but not for traffic-growth generally).

<sup>37</sup> *Wealden District Council v. Secretary of State for Communities and Local Government*, Lewes District Council and South Downs National Park Authority [2017] EWHC 351.

<sup>38</sup> JNCC (2021). *Guidance on Decision-making Thresholds for Air Pollution* [online]. JNCC, Peterborough. Available at: <https://data.jncc.gov.uk/data/6cce4f2e-e481-4ec2-b369-2b4026c88447/JNCC-Report-696-Main-FINAL-WEB.pdf>

factor in these ecosystems; aquatic and estuarine/marine sites may therefore be screened out due to the limited sensitivity of the features.

**Table 4-5 - Summary of European site screening in relation to air quality**

Site	Notes	Screen in?
Essex Estuaries SAC	The habitat features of the SAC are not particularly sensitive to atmospheric pollutants and the major road routes in and through the Chelmsford area are not within 200m of the site. The possible exception to this is the area around South Woodham Ferrers, where the A132 is approximately 230m from the European site at its closest point; this road may experience increases in traffic volumes associated with growth around South Woodham Ferrers.	Yes
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA	The habitat features of the SPA are not particularly sensitive to atmospheric pollutants and the major road routes in and through the Chelmsford area are not within 200m of the site. The possible exception to this is the area around South Woodham Ferrers, where the A132 is approximately 230m from the European site at its closest point; this road may experience increases in traffic volumes associated with growth around South Woodham Ferrers.	Yes
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar	As per Essex Estuaries SAC and Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA	Yes
Blackwater Estuary (Mid-Essex Coast Phase 4) SPA	Few roads are within 200m of the European site boundaries; the majority are unclassified minor roads linked to small settlements or villages which will not see any potentially significant increases in traffic volumes as result of the Local Plan, with the possible exception of roads around Maldon (notably the B1026 Goldhanger Road, east of Heybridge)	Yes
Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar	As per Essex Estuaries SAC and Blackwater Estuary (Mid-Essex Coast Phase 4) SPA	Yes
Benfleet and Southend Marshes SPA	No roads within 200m of site likely to receive potentially significant additional traffic volumes associated with the CCC Local Plan (distance, orientation).	No
Benfleet and Southend Marshes Ramsar	No roads within 200m of site likely to receive potentially significant additional traffic volumes associated with the CCC Local Plan (distance, orientation).	No
Foulness (Mid-Essex Coast Phase 5) SPA	No roads within 200m of site likely to receive potentially significant additional traffic volumes associated with the CCC Local Plan (distance, orientation).	No
Foulness (Mid-Essex Coast Phase 5) Ramsar	No roads within 200m of site likely to receive potentially significant additional traffic volumes associated with the CCC Local Plan (distance, orientation).	No

Site	Notes	Screen in?
Thames Estuary and Marshes SPA	No roads within 200m of site likely to receive potentially significant additional traffic volumes associated with the CCC Local Plan (distance, orientation).	No
Thames Estuary and Marshes Ramsar	No roads within 200m of site likely to receive potentially significant additional traffic volumes associated with the CCC Local Plan (distance, orientation).	No
Abberton Reservoir SPA	No roads within 200m of site likely to receive potentially significant additional traffic volumes associated with the CCC Local Plan (distance, orientation).	No
Abberton Reservoir Ramsar	No roads within 200m of site likely to receive potentially significant additional traffic volumes associated with the CCC Local Plan (distance, orientation).	No
Dengie (Mid-Essex Coast Phase 1) SPA	No roads within 200m of site likely to receive potentially significant additional traffic volumes associated with the CCC Local Plan (distance, orientation).	No
Dengie (Mid-Essex Coast Phase 1) Ramsar	No roads within 200m of site likely to receive potentially significant additional traffic volumes associated with the CCC Local Plan (distance, orientation).	No
Outer Thames Estuary SPA	No roads within 200m of site likely to receive potentially significant additional traffic volumes associated with the CCC Local Plan (distance, orientation).	No
Epping Forest SAC	Currently included based on NE consultation responses to the previous plan.	Yes

## WATER RESOURCES

- 4.3.29. The exploitation and management of water resources is connected to a range of activities, most of which are not directly controlled or influenced by the Local Plan; for example, agriculture, flood defence, recreation, power generation, fisheries and nature conservation. Much of the water supply to water-resource sensitive European sites is managed through specific consenting regimes that are independent of the Local Plan.
- 4.3.30. Development supported or managed by the Local Plan is likely to increase demand for water, which could indirectly affect some European sites in the study area. When assessing the potential effects of increased water demand it is important to understand how the public water supply (PWS) system operates and how it is regulated with other water resource consents.
- 4.3.31. Essex and Suffolk Water (ESW) is responsible for supply to the Council area, which is within its Essex Water Resource Zone (WRZ). The supply network in this area is complex and highly integrated, which provides flexibility for the movement of raw and potable water around the WRZ as it is required (for both public water supply and augmentation of rivers during dry periods). In broad summary, most water for the Essex WRZ (around 77%) is derived from surface water abstractions within the WRZ (water from the rivers Chelmer, Blackwater and Stour, and the Roman River is

passed to the storage reservoirs at Hanningfield and Abberton, or treated directly at local treatment works for supply), with a small percentage (~3%) derived from groundwater via chalk well and adit sources in the south and south west of the zone. The remaining 20% is provided as bulk supply from Thames Water's Lea Valley Reservoirs and by the Ely Ouse Essex Transfer Scheme (EOETS), which is owned and operated by the EA and transfers water from the Ely Ouse in Norfolk to Essex to augment flows in the rivers Stour and Blackwater in dry years. The complexity of the supply system means that direct and specific supply relationships (i.e. "*abstraction from source X supplies Chelmsford*") cannot necessarily be made and it is rarely possible or appropriate to identify a particular 'source' for water supply to a specific area.

- 4.3.32. More importantly, the water resources planning process helps to ensure that growth in water demand does not affect European sites. The *Water Industry Act 1991*, as amended by the *Water Act 2003* and *Water Act 2014*, requires that all water companies must publish a Water Resources Management Plan (WRMP) that sets out their strategy for managing water resources across their supply areas over the next 25 years and beyond. WRMPs use calculations of Deployable Output (DO) to establish supply/demand balances; this enables water companies to identify those WRZs with potential supply deficits over the planning period<sup>39</sup>. The calculations account for any reductions in abstraction that are required to safeguard European sites<sup>40</sup> and so the WRMP process (with other regulations) helps ensure (as far as is achievable) that future changes in demand will not affect any European sites<sup>41</sup>.
- 4.3.33. ESW accounted for the growth predicted by the Council and other LPAs in forecasting for its current (2019) WRMP. The 2019 WRMP was subject to HRA, which concluded that it would have no adverse effects on any European sites, including those water-resource sensitive sites and features within the Local Plan HRA study area.
- 4.3.34. ESW is currently preparing its next WRMP (2024) and published its Revised Draft WRMP24 in September 2023. The revised draft WRMP24 indicates that there will be a supply-demand deficit in

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<sup>39</sup> Forecasts are completed in accordance with the Water Resources Planning Guidelines (published by the Environment Agency) and take into account (inter alia) economic factors (economic growth, metering, pricing), behavioural factors (patterns of water use), demographic factors (population growth, inward and outward migration, changes in occupancy rate), planning policy (LPA land use plans), company policies (e.g. on leakage control and water efficiency measures) and environmental factors, including climate change. The WRMP therefore accounts for these demand forecasts based on historical trends, an established growth forecast model and through review of local and regional planning documents.

<sup>40</sup> For example, sustainability reductions required by the Review of Consents (RoC) or the Environment Agency's Restoring Sustainable Abstractions (RSA) programme. It should be noted that, under the WRMP process, the RoC changes (and non- changes to licences) are considered to be valid over the planning period. This means that the WRMP (and its underlying assumptions regarding the availability of water and sustainability of existing consents) is compliant with the RoC and so the WRMP can only affect European sites through any new resource and production-side options it advocates to resolve deficits, and not through the existing permissions regime.

<sup>41</sup> Calculations of DO include for Target Headroom (precautionary 'over-capacity' in available water) to buffer any unforeseen variation in predicted future demand; the WRMP is also reviewed on a five-yearly cycle to ensure it is performing as expected and to account for any variations between predicted and actual demand.

the Essex WRZ that will be met through demand management, a new water treatment works (WTW) fed by a groundwater source, and WTW upgrades to improve treatment capacity. ESW expects the final WRMP24 to be approved by Defra in early 2024. The HRA for the revised draft WRMP concludes that it will have no adverse effects on any European sites, alone or in combination.

4.3.35. The WRMPs provide the best estimate of future water resource demand, and therefore **it is reasonable to assume that the growth predicted within the Local Plan can be accommodated without significant effects on any European sites due to PWS abstractions**. Furthermore, since the WRMPs explicitly account for the growth predicted by the Council and other LPAs<sup>42</sup>, ‘in combination’ effects between the Local Plan and the WRMP on water resources will not occur. Having said that, the Local Plan can obviously help manage demand and promote water efficiency measures through its policy controls.

**Table 4-6 - Summary of European site screening in relation to water resources**

Site	Notes	Screen in?
Essex Estuaries SAC	The site features are water resource sensitive, and potentially vulnerable to increased abstraction (although this is not currently affecting the site). The ESW WRMP will have no significant effects on this site, based on its HRA, and therefore growth within Chelmsford can be accommodated based on the available data. However, the Local Plan policies should allow for the early identification of infrastructure requirements and it may be appropriate to review this conclusion following completion of the 2024 WRMP (in preparation).	No, although ensure policies reflect need to plan for water resource provision.
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA	As per Essex Estuaries SAC	As per Essex Estuaries
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar	As per Essex Estuaries SAC	As per Essex Estuaries
Blackwater Estuary (Mid-Essex Coast Phase 4) SPA	As per Essex Estuaries SAC	As per Essex Estuaries
Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar	As per Essex Estuaries SAC	As per Essex Estuaries

<sup>42</sup> Defra/ EA guidance on WRMPs requires that forecast population and property figures be based, wherever possible, upon plans published by local authorities (including ‘adopted’, ‘emergent’, ‘consultation’ and ‘draft’ local plans).

Site	Notes	Screen in?
Benfleet and Southend Marshes SPA	As per Essex Estuaries SAC	As per Essex Estuaries
Benfleet and Southend Marshes Ramsar	As per Essex Estuaries SAC	As per Essex Estuaries
Foulness (Mid-Essex Coast Phase 5) SPA	As per Essex Estuaries SAC	As per Essex Estuaries
Foulness (Mid-Essex Coast Phase 5) Ramsar	As per Essex Estuaries SAC	As per Essex Estuaries
Thames Estuary and Marshes SPA	As per Essex Estuaries SAC	As per Essex Estuaries
Thames Estuary and Marshes Ramsar	As per Essex Estuaries SAC	As per Essex Estuaries
Abberton Reservoir SPA	The site features are water resource sensitive, and potentially vulnerable to increased abstraction (although this is not currently affecting the site, which is in favourable condition). The ESW WRMP will have no significant effects on this site, based on its HRA, and therefore growth within the CCC area can be accommodated based on the available data. However, the Local Plan policies should allow for the early identification of infrastructure requirements and it may be appropriate to review this conclusion following completion of the 2019 WRMP (in preparation).	No, although ensure policies reflect need to plan for water resource provision.
Abberton Reservoir Ramsar	As for Abberton Reservoir SPA.	No
Dengie (Mid-Essex Coast Phase 1) SPA	As per Essex Estuaries SAC	As per Essex Estuaries
Dengie (Mid-Essex Coast Phase 1) Ramsar	As per Essex Estuaries SAC	As per Essex Estuaries
Outer Thames Estuary SPA	The site habitats are arguably water resource sensitive, and potentially vulnerable to increased abstraction, although tern species are not considered sensitive to this impact pathway due to their foraging behaviours.	No
Epping Forest SAC	Not sensitive to abstraction pressures.	No

## WATER QUALITY

- 4.3.36. The Council area lies within the surface water catchments of the River Chelmer (which enters the Blackwater estuary at Maldon) the River Crouch. The Council area is served by nine Anglian Water owned water recycling centres (WRCs) which also discharge to these catchments. As a result the only sites potentially exposed to water quality changes are those associated with the Blackwater estuary or the Crouch estuary (i.e. Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar; Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar; and Essex Estuaries SAC). It should be noted these European sites have not been identified as sites that are in unfavourable condition due to excessive nutrients (such that ‘nutrient neutrality’ is being deployed or considered as mitigation) in recent NE advice to LPAs<sup>43</sup>.
- 4.3.37. Most waterbodies and watercourses in the county are affected to some extent by point or diffuse sources of pollutants, notably nitrates and phosphates from agriculture. Point sources are usually discrete discharge points, such as wastewater treatment works (WwTW) outfalls, which are generally managed through specific consenting regimes that are independent of the Local Plan. Diffuse pollution is derived from a range of sources (e.g. agricultural run-off; road run-off) that cannot always be easily traced or quantified. Development promoted or supported by the Local Plan is likely to increase demand on wastewater treatment works and potentially increase non-agricultural run-off.
- 4.3.38. With regard to sewage discharges, a water-cycle scoping study undertaken in 2024<sup>44</sup> identified three WRCs with potential capacity issues over the plan period: Great Leighs (Blackwater catchment); and South Woodham Ferrers and Wickford (Crouch catchment). The Anglian Water Services (AWS) Drainage and Wastewater Management Plan (DWMP)<sup>45</sup> also provides information on existing WRCs are close to their discharge permits and technical achievable limits (TAL) of the existing processes (for example ammonia or phosphate limits).
- 4.3.39. Run-off from impermeable surfaces can have considerable effects on waterbodies and watercourses, and is a notable issue in both urban and rural areas. Development has traditionally sought to capture and divert rain and run-off to the nearest watercourse or treatment facility as quickly as possible, and extensive drainage networks have been developed to facilitate this. However, as developed areas have increased so have the total volumes and flow rates of run-off. This has two principal effects: firstly, impermeable surfaces provide very little resistance to the mobilisation and transport of pollutants within run-off; and secondly, flow rates and volumes often exceed the capacity of the receiving drains or watercourses, causing localised flooding or the

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<sup>43</sup> Letter from NE to LPA Chief Executives and Heads of Planning, 16 March 2022; Re. Advice for development proposals with the potential to affect water quality resulting in adverse nutrient impacts on habitats sites.

<sup>44</sup> Arcadis (2024). *Chelmsford City Council Water Cycle Study: Stage 1 – Scoping Water Cycle Study*. Arcadis, Birmingham

<sup>45</sup> Available at: <https://www.anglianwater.co.uk/about-us/our-strategies-and-plans/drainage-wastewater-management-plan/final-plan/>

operation of combined sewer overflows (CSOs)<sup>46</sup>. The effect of run-off from developed areas can be mitigated or reduced by the use of Sustainable Drainage Systems (SuDS) and by increasing the area of permeable surfaces (both natural and artificial) within developed areas. These measures offer effective attenuation by reducing the volumes of surface run-off. They also increase the retention of pollutants and, in the case of some SuDS, can allow for treatment of pollutants.

- 4.3.40. However, it should also be recognised that the water quality effects of the Local Plan are ultimately either controlled by existing consents regimes (which must undergo HRA) or have diffuse ‘in combination’ effects that are difficult to quantify, and so the HRA process typically aims to ensure that suitable mitigating policy that will minimise the impacts of plan-supported development on water quality generally is provided.

**Table 4-7 - Summary of European site screening in relation to water quality**

Site	Notes	Screen in?
Essex Estuaries SAC	This site and its features are potentially vulnerable (i.e. both exposed and sensitive) to water quality changes associated with the Local Plan. This may occur through discharges from WRCs (although it has not been identified as a site that is in unfavourable condition due to excessive nutrients (such that ‘nutrient neutrality’ is being deployed or considered as mitigation) in recent NE advice to LPAs). Effects are most likely from diffuse pollution or local point sources such as CSOs or unconsented discharges. These will largely be controlled by the EA although the Local Plan policies should aim to ensure that run-off is managed appropriately.	Yes
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA	As for Essex Estuaries SAC.	Yes
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar	As for Essex Estuaries SAC.	Yes
Blackwater Estuary (Mid-Essex Coast Phase 4) SPA	As for Essex Estuaries SAC.	Yes
Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar	As for Essex Estuaries SAC.	Yes

<sup>46</sup> All sewerage pipes have a certain capacity, determined by the size of the pipe and the receiving water treatment works. At times of high rainfall, this capacity can be exceeded, with the risk of uncontrolled bursts. CSOs provide a mechanism to prevent this, by allowing untreated sewerage to mix with surface water run-off when certain volumes are exceeded. This is then discharged to the nearest watercourse.

Site	Notes	Screen in?
Benfleet and Southend Marshes SPA	Not exposed to changes in water quality within the CCC area.	No
Benfleet and Southend Marshes Ramsar	Not exposed to changes in water quality within the CCC area.	No
Foulness (Mid-Essex Coast Phase 5) SPA	Not exposed to changes in water quality within the CCC area.	No
Foulness (Mid-Essex Coast Phase 5) Ramsar	Not exposed to changes in water quality within the CCC area.	No
Thames Estuary and Marshes SPA	Not exposed to changes in water quality within the CCC area.	No
Thames Estuary and Marshes Ramsar	Not exposed to changes in water quality within the CCC area.	No
Abberton Reservoir SPA	Not exposed to changes in water quality within the CCC area.	No
Abberton Reservoir Ramsar	Not exposed to changes in water quality within the CCC area.	No
Dengie (Mid-Essex Coast Phase 1) SPA	Not exposed to changes in water quality within the CCC area.	No
Dengie (Mid-Essex Coast Phase 1) Ramsar	Not exposed to changes in water quality within the CCC area.	No
Outer Thames Estuary SPA	As for Essex Estuaries SAC (principal area of exposure in the Crouch estuary).	Yes
Epping Forest SAC	Not exposed to changes in water quality within the CCC area.	No

## FLOODING / WATER LEVEL MANAGEMENT

- 4.3.41. The implementation of the European Floods Directive (Directive 2007/60/EC) in England and Wales is being co-ordinated with the Water Framework Directive. Catchment Flood Management Plans (prepared by the EA), Shoreline Management Plans (prepared by coastal local authorities and the EA), River Basin District Flood Risk Management Plans (RBMPs, prepared by the EA) and Local Flood Risk Management Strategies set out long term policies for flood risk management. The delivery of the policies from these long-term plans will help to achieve the objectives of these plans and the RBMPs.
- 4.3.42. Much of the Council's Administrative Area is at a low to moderate flood risk (based on EA flood maps) with the exception of areas of Chelmsford (which are vulnerable to fluvial flooding) and the lower-lying coastal areas around South Woodham Ferrers. Development supported by the Local Plan is unlikely to significantly alter regional flood risk levels, but may exacerbate the effects of local flooding. Run-off from impermeable surfaces can have considerable effects on waterbodies and watercourses, meaning that flow rates and volumes often exceed the capacity of the receiving

drains or watercourses. This can lead to local water quality impacts on European sites. The effect of run-off from developed areas can be reduced by the use of SuDS and by increasing the area of permeable surfaces (both natural and artificial) within developed areas.

- 4.3.43. Some sites and features may be dependent on water levels being maintained by surface water or groundwater inputs, which may in turn be affected by abstraction (see ‘Water Resources’, above) or local development (e.g. through dewatering of excavations, which can be an issue for groundwater levels). However, these pathways (particularly dewatering) tend to only operate over relatively short distances and hence are predominantly addressed in relation to individual allocations.
- 4.3.44. Only the downstream European sites have the potential to be exposed to changes in flooding or water levels that might be associated with the Local Plan (i.e. Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar; Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar; and Essex Estuaries SAC). However, these sites will not be particularly sensitive to this aspect (i.e. changes in flooding frequency or duration).

**Table 4-8 - Summary of European site screening in relation to flooding / water level changes**

Site	Notes	Screen in?
Essex Estuaries SAC	Most of this site will have no exposure and limited sensitivity to changes in flooding or water level management associated with development in the CCC area, comprising sub-tidal or intertidal habitats, or localised areas of grazing marsh (where management of water levels is usually locally controlled and influenced). Effects on the SAC due to the Local Plan only have the potential to occur around South Woodham Ferrers, where development could conceivably encroach on wetter areas associated with the terrestrial areas of the site, but this is likely to be localised.	No
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA	As for Essex Estuaries SAC.	No
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar	As for Essex Estuaries SAC.	No
Blackwater Estuary (Mid-Essex Coast Phase 4) SPA	Areas of grazing marsh associated with this site will be sensitive to changes in flooding or water management, although these areas have their water levels managed locally and will not be exposed to changes in flood risk etc. associated with the CCC area (i.e. via the Chelmer).	No
Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar	Areas of grazing marsh associated with this site will be sensitive to changes in flooding or water management, although these areas have their water levels managed locally and will not be exposed to changes in flood risk etc. associated with the CCC area (i.e. via the Chelmer).	No
Benfleet and Southend Marshes SPA	Not exposed to changes in flood risk (etc) associated with development in the CCC area.	No

Site	Notes	Screen in?
Benfleet and Southend Marshes Ramsar	Not exposed to changes in flood risk (etc) associated with development in the CCC area.	No
Foulness (Mid-Essex Coast Phase 5) SPA	Not exposed to changes in flood risk (etc) associated with development in the CCC area.	No
Foulness (Mid-Essex Coast Phase 5) Ramsar	Not exposed to changes in flood risk (etc) associated with development in the CCC area.	No
Thames Estuary and Marshes SPA	Not exposed to changes in flood risk (etc) associated with development in the CCC area.	No
Thames Estuary and Marshes Ramsar	Not exposed to changes in flood risk (etc) associated with development in the CCC area.	No
Abberton Reservoir SPA	Not exposed to changes in flood risk (etc) associated with development in the CCC area.	No
Abberton Reservoir Ramsar	Not exposed to changes in flood risk (etc) associated with development in the CCC area.	No
Dengie (Mid-Essex Coast Phase 1) SPA	Not exposed to changes in flood risk (etc) associated with development in the CCC area.	No
Dengie (Mid-Essex Coast Phase 1) Ramsar	Not exposed to changes in flood risk (etc) associated with development in the CCC area.	No
Outer Thames Estuary SPA	As for Essex Estuaries SAC (principal area of exposure in the Crouch estuary).	No
Epping Forest SAC	Not exposed to changes in flood risk (etc) associated with development in the CCC area.	No

## EFFECTS ON FUNCTIONAL HABITATS OR SPECIES AWAY FROM EUROPEAN SITES

- 4.3.45. The provisions of the Habitats Regulations ensure that ‘direct’ (encroachment) effects on European sites as a result of a land use plan (i.e. the partial or complete destruction of a European site) are extremely unlikely under normal circumstances, and this will not occur as a result of the Local Plan. However, many European interest features (particularly more mobile animal species) may use or be reliant on non-designated habitats outside of a European site during their life-cycle. Developments some distance from a European site can therefore have an effect on the site if its population of interest features is reliant on the habitats being affected by a development and sufficient numbers are exposed to the environmental changes. All of the above aspects (recreation, water resources, etc.) can therefore also affect European site integrity indirectly through effects on functional habitats outside of the designated site boundary.
- 4.3.46. With regard to the European sites within the scope, most functional land will be located relatively close to the site (e.g. less than 5km from the boundary), associated with foraging or roosting behaviours of the bird interest features. However, it is recognised that some areas of cropped lowland farmland may be important for certain wintering waterbirds typically associated with coastal

and wetland SPAs (e.g. Mason & MacDonald 1999; Gillings 2003), and that this behaviour is under-recorded by the standard Wetland Bird Survey (WeBS) monitoring technique.

- 4.3.47. The 2016 SPA Review (JNCC, 2016) identifies a broad group of 43 species that are known to be associated with or reliant on cropped habitats, which are under-represented in the SPA network (although the SPA Review suggests that this should be addressed outside the SPA Review process through “*wider countryside measures to preserve and promote permanent pasture as feeding and roosting habitat for the species*”). The species in **Table 4-12** identified as being associated with cropped habitats by the SPA Review are features of the SPA/Ramsar sites within the scope.
- 4.3.48. In addition, ‘flyways’ for birds may cross the CCC area. Recent studies<sup>47</sup> have identified areas in the east of England as having a ‘moderate’ sensitivity to wind turbine and power line installations for some species associated with the SPA/Ramsar sites in the scope; however, the Local Plan does not allocate sites for these developments and so this aspect cannot be assessed at the plan level (beyond ensuring that the policy does not create a presumption in favour of developments that could affect the integrity of European site bird populations).

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<sup>47</sup> Gauld JG et al. (2022). Hotspots in the grid: Avian sensitivity and vulnerability to collision risk from energy infrastructure interactions in Europe and North Africa. *Journal of Applied Ecology* (pre-publication).

**Table 4-9 - Species associated with cropped habitats (after JNCC 2016) and their exposure to the CCC Local Plan outcomes**

Feature	Relevant SPA / Ramsar sites	Requirements	Potentially exposed to CCC plan?
Wigeon <i>Anas penelope</i>	<ul style="list-style-type: none"> <li>■ Abberton Reservoir SPA</li> </ul>	Closely associated with cropped habitats within ~2km of a roost site, particularly short improved grasslands that are close to water or partially flooded; species exhibits a relatively high level of fidelity to roost and feeding sites (JNCC 2016)	No (distance from site)
Teal <i>Anas crecca</i>	<ul style="list-style-type: none"> <li>■ Abberton Reservoir Ramsar</li> <li>■ Abberton Reservoir SPA</li> </ul>	There is little information on the feeding habits of teal in agricultural habitats although they typically forage close to wetlands and it is likely that the use of particular fields is opportunistic, depending on inundation.	No (distance from site)
Ringed plover <i>Charadrius hiaticula</i>	<ul style="list-style-type: none"> <li>■ Benfleet and Southend Marshes SPA</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) SPA</li> <li>■ Foulness (Mid-Essex Coast Phase 5) SPA</li> <li>■ Thames Estuary and Marshes SPA</li> <li>■ Thames Estuary and Marshes Ramsar</li> </ul>	Reliance on cropped habitats principally associated with nesting rather than wintering birds.	No
Dunlin <i>Calidris alpina alpina</i>	<ul style="list-style-type: none"> <li>■ Benfleet and Southend Marshes SPA</li> <li>■ Benfleet and Southend Marshes Ramsar</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) SPA</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar</li> <li>■ Thames Estuary and Marshes SPA</li> <li>■ Thames Estuary and Marshes Ramsar</li> </ul>	Reliance on cropped habitats principally associated with nesting rather than wintering birds.	No
Dark-bellied brent goose <i>Branta bernicla bernicla</i>	<ul style="list-style-type: none"> <li>■ Benfleet and Southend Marshes SPA</li> <li>■ Benfleet and Southend Marshes Ramsar</li> </ul>	Improved pasture / grassland (including recreational grassland), autumn-sown cereals and oil-seed rape within 5 km of roost (JNCC 2016). Ward (2004)	Yes (only in relation to SGS10 North of South Woodham Ferrers and

Feature	Relevant SPA / Ramsar sites	Requirements	Potentially exposed to CCC plan?
	<ul style="list-style-type: none"> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) SPA</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar</li> <li>■ Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA</li> <li>■ Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar</li> <li>■ Dengie (Mid-Essex Coast Phase 1) SPA</li> <li>■ Dengie (Mid-Essex Coast Phase 1) Ramsar</li> <li>■ Foulness (Mid-Essex Coast Phase 5) SPA</li> </ul>	<p>suggests that the majority of geese associated with the Crouch and Roach now forage inland on fields near the estuary, although aggregations on the Crouch are still recorded around Brandy Hole (south of the estuary) and Bridgemarsh Island.</p>	<p>the Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA.</p>
<p>Golden plover <i>Pluvialis apricaria</i></p>	<ul style="list-style-type: none"> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar*</li> </ul>	<p>NE has suggested that Golden plover can use functionally-linked land up to 20km from a SPA although it generally appears that the species retains an association with wetland or coastal sites, typically remaining within a few kilometres of these (except where significant regional movements of flocks occur in response to, for example, changing weather conditions), but will often spend several tidal cycles (or more) foraging and roosting in farmland, both during the day and night.</p>	<p>Yes</p>
<p>Hen harrier <i>Circus cyaneus</i></p>	<ul style="list-style-type: none"> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) SPA</li> <li>■ Dengie (Mid-Essex Coast Phase 1) SPA</li> <li>■ Foulness (Mid-Essex Coast Phase 5) SPA</li> <li>■ Thames Estuary and Marshes SPA</li> </ul>	<p>Reliance on cropped habitats principally associated with nesting rather than wintering birds.</p>	<p>No</p>
<p>Oystercatcher <i>Haematopus ostralegus</i></p>	<ul style="list-style-type: none"> <li>■ Foulness (Mid-Essex Coast Phase 5) SPA</li> <li>■ Foulness (Mid-Essex Coast Phase 5) Ramsar</li> </ul>	<p>Reliance on cropped habitats principally associated with nesting rather than wintering birds.</p>	<p>No</p>

Feature	Relevant SPA / Ramsar sites	Requirements	Potentially exposed to CCC plan?
Redshank <i>Tringa totanus</i>	<ul style="list-style-type: none"> <li>■ Foulness (Mid-Essex Coast Phase 5) SPA</li> <li>■ Foulness (Mid-Essex Coast Phase 5) Ramsar</li> <li>■ Thames Estuary and Marshes SPA</li> <li>■ Thames Estuary and Marshes Ramsar</li> <li>■ Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar*</li> </ul>	Reliance on cropped habitats principally associated with nesting rather than wintering birds.	No

\*Species identified for possible future consideration under Criterion 6.

**Table 4-10 - Summary of European site screening in relation to functional land**

Site	Notes	Screen in?
Essex Estuaries SAC	No 'functional land' associated with site or features	No
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA	The bird interest features are mobile and Dark-bellied brent geese are known to use agricultural land outside the SPA boundary for feeding, and so may be exposed to urbanisation or proximity effects associated with the proposed Local Plan allocations.	Yes
Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar	As for Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA	Yes
Blackwater Estuary (Mid-Essex Coast Phase 4) SPA	No site allocations within 5km of European site therefore Dark-bellied brent geese unlikely to be exposed to environmental changes associated with the Local Plan when using functional land. All known areas of functional land for Dark-bellied brent geese are several kilometres from the CCC area.	No
Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar	Golden plover are not currently listed as a feature of this site, nor are they a qualifying or assemblage feature of the associated SPA. All of the proposed major Local Plan allocations are at least 8 km from Blackwater although NE has previously indicated (2018 HRA) that this aspect should be considered.	Yes (Golden plover)
Benfleet and Southend Marshes SPA	Functional land associated with this site will not be exposed to environmental changes associated with the CCC plan (distance).	No
Benfleet and Southend Marshes Ramsar	Functional land associated with this site will not be exposed to environmental changes associated with the CCC plan (distance).	No
Foulness (Mid-Essex Coast Phase 5) SPA	Functional land associated with this site will not be exposed to environmental changes associated with the CCC plan (distance).	No
Foulness (Mid-Essex Coast Phase 5) Ramsar	Functional land associated with this site will not be exposed to environmental changes associated with the CCC plan (distance).	No
Thames Estuary and Marshes SPA	Functional land associated with this site will not be exposed to environmental changes associated with the CCC plan (distance).	No
Thames Estuary and Marshes Ramsar	Functional land associated with this site will not be exposed to environmental changes associated with the CCC plan (distance).	No
Abberton Reservoir SPA	Functional land associated with this site will not be exposed to environmental changes associated with the CCC plan (distance).	No
Abberton Reservoir Ramsar	Functional land associated with this site will not be exposed to environmental changes associated with the CCC plan (distance).	No
Dengie (Mid-Essex Coast Phase 1) SPA	Functional land associated with this site will not be exposed to environmental changes associated with the CCC plan (distance).	No
Dengie (Mid-Essex Coast Phase 1) Ramsar	Functional land associated with this site will not be exposed to environmental changes associated with the CCC plan (distance).	No

Site	Notes	Screen in?
Outer Thames Estuary SPA	Functional land associated with this site will not be exposed to environmental changes associated with the CCC plan (distance).	No
Epping Forest SAC	Functional land associated with this site (e.g. non-designated woodland that may be utilised by stag beetle populations) will not be exposed to environmental changes associated with the CCC plan (distance).	No

## OTHER EFFECT PATHWAYS

4.3.49. No other pathways for likely significant effects as a result of the Preferred Options Local Plan implementation have been identified.

## 4.4 SCREENING SUMMARY

4.4.1. **Significant effects on the following sites are not anticipated, alone or in combination;** this is principally due to their distance from the CCC area and the absence of reasonable pathways by which environmental changes associated with the Local Plan could undermine the conservation objectives for the sites:

- Benfleet and Southend Marshes SPA
- Benfleet and Southend Marshes Ramsar
- Foulness (Mid-Essex Coast Phase 5) SPA
- Foulness (Mid-Essex Coast Phase 5) Ramsar
- Thames Estuary and Marshes SPA
- Thames Estuary and Marshes Ramsar
- Abberton Reservoir SPA
- Abberton Reservoir Ramsar

4.4.2. **Significant effects, alone or in combination, cannot be excluded for the following sites and pathways:**

- Essex Estuaries SAC
  - Recreational Pressure
  - Air Quality
  - Water Quality
- Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA
  - Recreational Pressure
  - Air Quality
  - Water Quality
  - Functional Land (proximity effects associated with Strategic Growth Site 10 North of South Woodham Ferrers)

- Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar
  - Recreational Pressure
  - Air Quality
  - Water Quality
  - Functional Land (proximity effects associated with Strategic Growth Site 10 North of South Woodham Ferrers)
- Blackwater Estuary (Mid-Essex Coast Phase 4) SPA
  - Recreational Pressure
  - Air Quality
  - Water Quality
- Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar
  - Recreational Pressure
  - Air Quality
  - Water Quality
- Dengie (Mid-Essex Coast Phase 1) SPA
  - Recreational Pressure
- Dengie (Mid-Essex Coast Phase 1) Ramsar
  - Recreational Pressure
- Outer Thames Estuary SPA
  - Recreational Pressure
  - Water Quality
- Epping Forest SAC
  - Air Quality

4.4.3. There are residual uncertainties in relation the significance of some effects, and the Local Plan includes measures identified during its development that are intended to minimise or prevent significant or significant adverse effects occurring. These aspects are therefore examined through ‘appropriate assessment’ in the following sections.

4.4.4. Note that as these sites and pathways have notable overlaps (spatially, in interest features, and in environmental functioning and sensitivities) they are grouped geographically in the following sections to simplify the report structure and to minimise repetition:

- **Section 5: Crouch Estuary sites** (assesses effects on the site units and features of Essex Estuaries SAC, the Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar, and the Outer Thames Estuary SPA that are associated with the Crouch estuary (particularly in relation to Strategic Growth Site 10 North of South Woodham Ferrers, as this is the only significant allocation within the Crouch estuary catchment)).
- **Section 6: Blackwater Estuary sites** (assesses effects on the site units and features of Essex Estuaries SAC and Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar that are associated with the Blackwater estuary).

- **Section 7: Dengie sites** (assesses effects on the site units and features of Essex Estuaries SAC and Dengie (Mid-Essex Coast Phase 1) SPA/Ramsar that are associated with the Dengie peninsula.
- **Section 8: Epping Forest SAC.**

4.4.5. **Note also, for the Preferred Options the following assessments are necessarily preliminary and additional data or assessment may be required following the consultation to provide a definitive appropriate assessment conclusion. Key uncertainties are therefore flagged as necessary.**

## 5 CROUCH ESTUARY SITES

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### 5.1 OVERVIEW

5.1.1. The Crouch estuary complex includes the following European sites:

- **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar:** The Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA covers a complex of salt marsh, grazing marsh and intertidal habitats that provide important feeding and roosting sites for large numbers of waders and waterfowl in winter, particularly **Dark-bellied brent geese**. The Ramsar site is largely coincident with the SPA and is essentially designated for the same wintering bird features, although the site also meets **Ramsar Criterion 2** for the rare, vulnerable or endangered species of plant and invertebrates that are predominantly associated with the supra-tidal and terrestrial habitats of the grazing marshes.
- **Essex Estuaries SAC:** The Essex Estuaries SAC covers the major estuaries of the rivers Colne, Blackwater, Crouch and Roach and the associated intertidal and subtidal habitats. The main interest features of Crouch estuary component of the SAC are **Estuaries; Mudflats and sandflats not covered by seawater at low tide; Salicornia and other annuals colonizing mud and sand; Spartina swards (*Spartinion maritima*); and Atlantic salt meadows (*Glauco-Puccinellietalia maritima*)**. Unlike the other local estuaries, the intertidal zones of the Crouch estuary are relatively narrow and constrained by the sea walls, particularly in its upper reaches, and the SAC around South Woodham Ferrers essentially comprises a series of tidal creeks. These areas are generally in ‘unfavourable recovering’ condition, primarily due to salt-marsh erosion which is being addressed through regional habitat creation programmes.
- **Outer Thames Estuary SPA:** The Outer Thames Estuary SPA is primarily an offshore site, initially designated for its wintering population of **Red-throated diver**, but extended (December 2017) to include foraging areas used by breeding tern species associated with SPAs on the Norfolk and Essex coasts (**Common tern** and **Little tern**). The site therefore now covers the subtidal and intertidal areas of the Roach estuary and of the Crouch estuary downstream of North Fambridge. The Crouch and Roach sections of the SPA are primarily included as they are used by Common terns breeding on Foulness.

5.1.2. Those SSSI units of the Crouch and Roach Estuaries SSSI that underpin the above European sites are all at ‘favourable’ or ‘unfavourable recovering’ conservation status.

5.1.3. The screening of the Preferred Options has indicated that the interest features of these sites associated with the Crouch estuary may be vulnerable (i.e. exposed and sensitive) to environmental changes associated with the implementation of the Local Plan, particularly in relation to ‘in combination’ effects of visitor pressure, water quality and air quality associated with the overall quantum of development. In addition, the qualifying features of the SPAs and Ramsar site may be exposed to development-related effects when outside the site boundary.

5.1.4. There is also one significant allocation in close proximity to the Crouch estuary (SGS10 North of South Woodham Ferrers) which has the potential for ‘alone’ effects through the above mechanisms.

## 5.2 RECREATIONAL PRESSURE / URBANISATION

### SUMMARY OF PATHWAY

- 5.2.1. Allocations in close proximity to a designated site can significantly increase the number of visits made to a site, as can population growth regionally. Most recreational activities with the potential to affect European sites are 'casual' and pursued opportunistically (e.g. walking, walking dogs, riding) rather than structured (e.g. organised group activities or trips to specific discrete attractions), which means that it can be difficult to quantify or predict either the uptake or the impacts of these activities on European sites and (ultimately) harder to control or manage effects.
- 5.2.2. Damage of habitats or disturbance of species due to recreational activities can be a significant problem at some sites, although the relationship is highly variable and depends on a range of factors including the habitats, the species, the time of year and the scale, type and predictability of disturbance.
- 5.2.3. With regard to the Crouch estuary sites, human activity might affect the qualifying bird species either directly (e.g. through causing them to flee) or indirectly (e.g. through damaging the supporting habitats). However, birds will also display a range of subtle behavioural responses that can have an energetic cost, through reduced food intake and / or increased energy expenditure. Broadly, disturbance can therefore result in reduced breeding success or increased mortality. At the population scale, this can be significant.
- 5.2.4. In addition to broad 'quantum of development' effects the western side of Strategic Growth Site 10 (SGS10 North of South Woodham Ferrers) is approximately 280m from the **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar** and **Essex Estuaries SAC** at Fenn Creek, to the west of South Woodham Ferrers (the allocation also includes a small tributary of Fenn Creek); the eastern edge is approximately 250m from the creek at Saltcoats Park, which are included within the SPA and Ramsar sites. As a result, there is scope for this allocation to significantly affect these sites alone through recreational pressure and urbanisation effects on habitats and species, including functional habitats outside European site boundaries; however, it should be noted that the site has planning permission (Ref: 21/01961/FUL and Ref: 22/00311/OUT), which have been subject to project-level HRA, and is expected to be delivered between 2026 and 2034. The adopted Neighbourhood Plan for South Woodham Ferrers will also shape this site allocation.

### BASELINE AND PREDICTED CHANGES

- 5.2.5. The issue of region-wide in combination recreational pressure on the European sites associated with the Essex estuaries has been recognised for several years, and has been subject to a detailed mitigation strategy ("*The Essex Coast Recreational Disturbance Avoidance & Mitigation Strategy*")

(RAMS)<sup>48</sup> that currently covers the period 2018 – 2038 (i.e. the majority of the Local Plan period)<sup>49</sup>. This strategy therefore provides a context for the baseline and the assessment.

- 5.2.6. The Essex Coast RAMS defines ‘Zones of influence’ (Zol) for the European sites associated with the Essex estuaries, based on visitor surveys, which provide a reasonable and robust basis for identifying locations within which residential development might result in ‘significant effects’ alone or in combination. The Zol for the **(Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar)** is 4.5km (this Zol is also applied to the Crouch estuary component of the **Essex Estuaries SAC**). The Zols are used to identify areas within which developer contributions are levied to support the RAMS, and hence as a proxy for ‘significant’ effects<sup>50</sup>; however, it should be noted that these contributions are not generally tied or explicitly associated with the closest sites since some mitigation measures (e.g. Rangers) will be over-arching.
- 5.2.7. The Essex Coast RAMS identifies the anticipated housing numbers within the overall Zol for the Essex coast (note, these numbers are not broken down by site-specific Zol). In summary, the RAMS assumes that there will be 10976 new dwellings within the Chelmsford area to 2038, with 8771 not consented at the time of publication (and hence subject to the tariff).
- 5.2.8. The Preferred Options Local Plan makes provision for a substantial uplift in these numbers: the Preferred Options plan makes provision for up to 18000 dwellings over the plan period (i.e. to 2041), virtually all of which will be within the Zol for the Essex coast. With regard to the Crouch estuary specifically, approximately 220 more houses are proposed under the Preferred Options plan (all associated with SGS10 North of South Woodham Ferrers), relative to the current Local Plan. This will increase the population of South Woodham Ferrers by around 17.7%<sup>51</sup>.
- 5.2.9. Strategic Growth Site 10 (SGS10) is an approximately 110 ha greenfield allocation located across the northern edge of South Woodham Ferrers, between the junction of the A132 and B1012, and the Chelmsford City Council Administrative Area boundary east of Bushy Hill. This allocation is covered by a specific policy in the Preferred Options Local Plan (Strategic Growth Site 10 – North of South Woodham Ferrers) and is expected to comprise:
- ~1220 new homes including affordable housing;

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<sup>48</sup> Available at: <https://www.chelmsford.gov.uk/media/uj2nfqpl/essex-coast-rams-habitats-regulations-assessment-strategy-document-2018-2038.pdf>

<sup>49</sup> The RAMS included housing data up to 2038, which was the longest Plan period for a partner LPA. These housing numbers will be reviewed and, where necessary, updated over the lifetime of the strategy in accordance with LPA monitoring data, as part of the Essex Coast RAMS monitoring and review process.

<sup>50</sup> Note that almost all of the CCC allocations are outside the 4.5km Zol for the Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar.

<sup>51</sup> Census population data are reported by ‘Lower Super Output Area’ (LSOAs), geographical areas that were introduced in 2004 to improve the reporting of small area statistics. Some of these were amended between 2011 and 2021. The 2021 Census population data are not yet published although mid-2020 LSOA estimates indicate that the population of South Woodham Ferrers was around 15840 in 2020); the approximate population equivalent of the SGS10 allocation, based on an average occupancy of 2.3 people per home, would be 2,806.

- a 5-plot Travelling Showpersons' site;
- 1,200sqm of flexible business space;
- 1,900sqm of food retail floorspace (already delivered);
- a potential new primary school and early years and childcare nursery.

5.2.10. Population increases associated with allocation SGS10 will increase recreational pressure on the SPA/Ramsar as more people are likely to make use of the coastline for leisure and work. It is not possible to accurately model the likely increase in the number of visits to the site without substantial investigations into the current behaviour of residents around the estuaries (including those that do not regularly visit the sites). However, it is reasonable to assume that new residents are likely to behave (on average) in a similar manner to existing residents, and therefore the population increase can be used as a proxy for the likely increase in visitor pressure due to SGS10<sup>52</sup>. Based on the growth of South Woodham Ferrers, a 17% increase (at least) in the number of visitors to the SPA would be a reasonable assumption (based on the increase in the town population due to the SGS10 allocation alone), and more when considered 'in combination' with developments in other districts.

### INCORPORATED MITIGATION

5.2.11. The Preferred Options Local Plan includes several mitigation measures designed to prevent adverse effects on the integrity of European sites due to recreational pressure; these include:

- **Strategic Policy S4** – Conserving and enhancing the natural environment (requires contributions from residential developments to the RAMS);
- **Policy DM16** – Protection and promotion of ecology, nature and biodiversity (requires contributions from residential developments to the RAMS).
- **Strategic Growth Site Policy 10 – North of South Woodham Ferrers** (sets out requirements for the development including high quality circular routes or connections to the wider Public Rights of Way network located away from the Crouch estuary; provision of a network of green infrastructure to mitigate the visual, biodiversity and heritage impacts of the development; and mitigation for potential effects due to recreational pressure on nearby European sites).

5.2.12. The RAMS was adopted in 2019, and formalised in CCC planning policy by the adoption of an SPD in 2020. The RAMS currently covers the period to 2038, although provision is made within the document for this to be extended. It should be noted that mitigation delivered by the RAMS is considered fundamentally scalable to address higher housing numbers; this is consistent with NE's position on other strategic mitigation schemes (for example, in relation to the Thames Basin Heaths SPA, the Thanet Coast, or the SPAs associated with the Solent and nearby harbours).

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<sup>52</sup> Although it is possible that visits will increase disproportionately in the short-term as new residents explore the surrounding areas.

## ASSESSMENT OF EFFECTS – CROUCH AND ROACH ESTUARIES (MID-ESSEX COAST PHASE 3) SPA/RAMSAR

- 5.2.13. The majority of the proposed Local Plan allocations, particularly the larger allocations around the Chelmsford Urban Area, will have a limited influence on visitor pressure at the Crouch and Roach Estuaries SPA / Ramsar sites due to their distance from these sites, and the relative inaccessibility of most parts of the sites.
- 5.2.14. There is likely to be a notable increase in population within 4.5km of the site (principally around the western end of the estuary, where several towns are relatively close), and the nearest Local Plan allocations (principally SGS10 but including other allocations also) will contribute to this increase. This will increase the number of visits and visitors to the estuary, which may increase the risk of disturbance events having a significant effect on wintering waterbird populations.
- 5.2.15. In considering the potential effects of increased recreational pressure on these sites due to the Preferred Options Local Plan, the following aspects are relevant:
- The Preferred Options Local Plan incorporates the agreed and accepted strategic mitigation for recreational effects on the European sites associated with the Essex estuaries, i.e. the RAMS, which has been adopted as an SPD.
  - The RAMS is considered fundamentally scalable to address higher housing numbers, and extendable to cover the revised plan period (although note that the increase in housing numbers in the 4.5km Zol for the **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar** over those proposed under the adopted Local Plan is small (essentially ~220, associated with SGS10). The RAMS is subject to regular monitoring, which will inform future amendments to ensure its continued effectiveness.
  - With regard to SGS10, the site has resolution to grant planning permissions subject to a S106 Agreement (Ref: 21/01961/FUL and Ref: 22/00311/OUT), which have been subject to project-level HRA that have concluded that there will be ‘no adverse effects’ on these European sites, alone or in combination. These included consideration of allocation-specific mitigation for recreational pressure and urbanisation effects.
- 5.2.16. With regard to monitoring the effectiveness of the RAMS, provision is made within the RAMS for annual monitoring and a report for each LPA to inform their Annual Monitoring Report (AMR), with visitor surveys updated at two and five years. A partial review of the RAMS is also underway which will involve new visitor surveys. Results from these surveys are not currently available, however there is evidence of the effectiveness of the measures (notably ranger provision) from other RAMS programmes such as that associated with the Solent<sup>53</sup> which have reported significant differences in measures of disturbance.

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<sup>53</sup> Available at: [https://solent.birdaware.org/media/33773/Disturbance-Monitoring-Report-Winter-2018-2020/pdf/Disturbance\\_Monitoring\\_Report\\_Winter\\_2018-19\\_and\\_2019-20.pdf](https://solent.birdaware.org/media/33773/Disturbance-Monitoring-Report-Winter-2018-2020/pdf/Disturbance_Monitoring_Report_Winter_2018-19_and_2019-20.pdf)

- 5.2.17. On this basis, it can be concluded that the Preferred Options Local Plan will have no adverse effects on the integrity of the **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar** due to recreational pressure or urbanisation effects, alone or in combination.

### **ASSESSMENT OF EFFECTS – ESSEX ESTUARIES SAC**

- 5.2.18. The qualifying features of the Essex Estuaries SAC are also sensitive to visitor pressure, principally through direct damage (trampling, erosion etc.) and localised eutrophication (e.g. associated with dog faeces); other pressures, for example bait digging, may also increase as a result of population growth locally.
- 5.2.19. Many of the SAC habitats will have limited exposure to casual recreation (in general, few people will directly access the intertidal mudflats and sandflats feature for example, other than bait diggers) although the SAC includes most of the sea walls along the Crouch estuary. However, the interest features are generally fairly resilient to direct disturbance (since coastal habitats are typically exposed naturally to a range of environmental perturbations).
- 5.2.20. The measures set out in the RAMS to safeguard the supporting habitats of the **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar** are considered effective for the SAC features also; on this basis it can be concluded that the Preferred Options Local Plan will have no adverse effects on the integrity of the **Essex Estuaries SAC** due to recreational pressure or urbanisation effects, alone or in combination.

### **ASSESSMENT OF EFFECTS – OUTER THAMES ESTUARY SPA**

- 5.2.21. The Crouch estuary component of the **Outer Thames Estuary SPA** is primarily designated to cover foraging areas associated with Common tern colonies located on Foulness.
- 5.2.22. **Common terns** are generally less sensitive to recreational disturbance when foraging than wintering water birds, and can more easily avoid exposure to disturbing activities, due to their behavioural characteristics and foraging preferences. The colonies on Foulness generally have a relatively low exposure to visitor pressure due to their location and MoD access restrictions, and the Zol for **Foulness (Mid-Essex Coast Phase 5) SPA** does not coincide with the CCC area (and so adverse effects on the colonies themselves, hence the integrity of the **Outer Thames Estuary SPA Common tern** population, would not be expected.
- 5.2.23. Irrespective of this, the measures set out in the RAMS to safeguard the supporting habitats of the **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar** apply to **Foulness (Mid-Essex Coast Phase 5) SPA** also, and are considered effective for the **Outer Thames Estuary SPA** features when using the Crouch estuary. On this basis it can be concluded that the Preferred Options Local Plan will have no adverse effects on the integrity of the **Outer Thames Estuary SPA** due to recreational pressure or urbanisation effects, alone or in combination.

### **RECREATIONAL PRESSURE RECOMMENDATIONS AND PREFERRED OPTIONS CONCLUSION**

- 5.2.24. The incorporated policy measures will provide sufficient safeguards to ensure that the recreational pressure does not adversely affect the Crouch estuary sites as a result of the Local Plan. Policy additions are not considered essential to ensure this outcome, and **no adverse effects alone or in combination via this mechanism would be expected if the Preferred Options Local Plan is adopted as currently drafted.**

## 5.3 WATER QUALITY

### SUMMARY OF PATHWAY

- 5.3.1. Poor water quality due to nutrient enrichment from elevated nitrogen (N) and phosphorus (P) levels is one of the primary reasons for freshwater habitats and estuaries being in unfavourable condition. Typically, available P is the limiting factor on plant growth in freshwater aquatic systems (for which a significant source is treated wastewater), whereas in estuarine and marine systems available N is usually limiting (for which a significant source is agricultural run-off). Most waterbodies and watercourses in the LPA area are also affected to some extent by diffuse pollution derived from a range of sources (e.g. agricultural run-off; road run-off) that cannot always be easily traced or quantified.
- 5.3.2. In addition, a small ephemeral ditch on the SGS10 allocation site connects to the estuary, which may provide a pathway for site-derived pollutants.

### BASELINE AND PREDICTED CHANGES

- 5.3.3. The current (2023) Water Framework Directive (WFD) ecological classification of the Crouch estuary is 'moderate'<sup>54</sup>. The main aspects that prevent the waterbody achieving 'good' status are dissolved inorganic nitrogen (linked to water industry sewage discharges and poor nutrient and livestock management in agriculture) and the presence of hazardous substances (notably mercury/mercury compounds and polybrominated diphenyl ethers (PBDE)).
- 5.3.4. With regard to the features of the **Essex Estuaries SAC** and **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar**, NE's site improvement plan does not suggest that water quality is a current threat or pressure, although the supplementary advice<sup>55</sup> provides water quality targets, including:
- Reduce aqueous contaminants to levels equating to High Status according to Annex VIII and Good Status according to Annex X of the Water Framework Directive, avoiding deterioration from existing levels.
  - Maintain the dissolved oxygen (DO) concentration at levels equating to Good Ecological Status (specifically  $\geq 4.0$  mg L<sup>-1</sup> (at 35 salinity) for 95 % of year) avoiding deterioration from existing levels.
  - Maintain water quality at mean winter dissolved inorganic nitrogen levels where biological indicators of eutrophication (opportunistic macroalgal and phytoplankton blooms) do not affect the integrity of the site and features, avoiding deterioration from existing levels.

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<sup>54</sup> Environment Agency (2024). Catchment Data Explorer [online]. Available at: <https://environment.data.gov.uk/catchment-planning/v/c3-plan/WaterBody/GB520503704100> [Accessed Jan 2024].

<sup>55</sup> Available at: <https://designatedsites.naturalengland.org.uk/Marine/SupAdvice.aspx?SiteCode=UK9009244>

- 5.3.5. As water pollution is not identified in the SIP as a threat or pressure, and the component SSSIs of these sites are currently in 'favourable' or 'unfavourable recovering' condition, it can be inferred that water pollution is not currently affecting the integrity of the European sites or preventing them from reaching favourable conservation status. It should be noted these European sites have not been identified as sites that are in unfavourable condition due to excessive nutrients (such that 'nutrient neutrality' is being deployed or considered as mitigation) in recent NE advice to LPAs<sup>56</sup>.
- 5.3.6. With regard to sewage discharges, water-cycle studies (WCS) undertaken in 2024<sup>57,58</sup> identified two WRCs in the Crouch estuary catchment with potential capacity issues over the plan period: South Woodham Ferrers and Wickford. The water-cycle scoping study indicated that the permits for South Woodham Ferrers and Wickford will be exceeded under all the growth scenarios considered, one of which essentially mirrors the Preferred Options Local Plan.
- 5.3.7. However, the WCS has determined that the capacity issues at South Woodham Ferrers and Wickford are not fundamental (i.e. although consents will be exceeded in the absence of upgrades, the required upgrades are technologically achievable and/or transfer of sewerage to WRCs with capacity is possible). The key issue is therefore timing, which the Local Plan can influence.

### INCORPORATED MITIGATION

- 5.3.8. The provision of wastewater treatment capacity is a statutory obligation on Anglian Water, and it is required to comply with all relevant discharge consents. The Local Plan contributes to the wastewater treatment planning process by providing certainty for Anglian Water (through the allocations process) but does not (and cannot) directly influence or control Anglian Water's plans for service delivery. The Local Plan therefore adopts a policy-led mitigation approach to this aspect, to ensure that this potential issue is appropriately considered at the site level when developments are bought forward. The Preferred Options Local Plan includes several mitigation measures that will help prevent adverse effects on the integrity of European sites due to water quality changes; these include:
- **Strategic Policy S4** – Conserving and enhancing the natural environment (requires the Council to ensure that new development does not contribute to water pollution);
  - **Strategic Policy S9** – Infrastructure Requirements (requires that new development include appropriate waste water treatment and SuDS)
  - **Strategic Growth Site Policy 10 – North of South Woodham Ferrers** (requires SuDS).

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<sup>56</sup> Letter from NE to LPA Chief Executives and Heads of Planning, 16 March 2022; Re. Advice for development proposals with the potential to affect water quality resulting in adverse nutrient impacts on habitats sites.

<sup>57</sup> Arcadis (2024). *Chelmsford City Council Water Cycle Study: Stage 1 – Scoping Water Cycle Study*. Arcadis, Birmingham

<sup>58</sup> Arcadis (2024). *Chelmsford City Council Water Cycle Study: Stage 2 – Detailed Water Cycle Study*. Arcadis, Birmingham

This approach has been developed through close liaison with the Environment Agency and Anglian Water, and reflects the consultation responses from these organisations and NE.

## **ASSESSMENT OF EFFECTS – CROUCH AND ROACH ESTUARIES (MID-ESSEX COAST PHASE 3) SPA/RAMSAR**

### **Waste water treatment provision**

- 5.3.9. Waste water associated with development within the Crouch estuary catchment may be passed to the WRCs at Wickford or South Woodham Ferrers; the anticipated housing growth in the catchment will cause the current permits for these WRCs to be exceeded.
- 5.3.10. The Local Plan cannot be prescriptive with regard to sewerage provision for specific developments, as the most appropriate approach can only be determined by the relevant water company in conjunction with the EA. For example, waste water may not be treated at the closest WRC if capacity is available elsewhere and transfer of waste water is more economical.
- 5.3.11. The Local Plan period (to 2041) is predominantly covered by the water company Asset Management Plans (AMP) periods AMP7 (2020 – 2025) to AMP10 (2035 – 2040). Anglian Water has prepared its plan for AMP7<sup>59</sup>, which outlines its investment programme from April 2020 to 2025; this was adopted in 2020. Anglian Water’s approach to wastewater treatment asset management requires that sufficient certainty is given that the quantum of development proposed will come forward during the plan period before improvements to assets can be justified and funding sought. This certainty is provided, in part, by the Local Plan and therefore the adoption of the plan will ensure that provision of additional capacity is planned, and development is not delayed.
- 5.3.12. It is important to note that there is nothing to suggest that the wastewater treatment and capacity improvements that may be required at Wickford and South Woodham Ferrers are not possible using currently available wastewater treatment technologies; therefore, the principal issue is around timing of delivery rather than the feasibility of the solution or risks in relation to fundamental limits on the capacity of the receiving waters. Therefore, provided that the planning process allows for the timely identification and delivery of any additional treatment capacity that may be required, then new developments can be accommodated without unavoidable adverse effects on receiving European sites, ‘alone’ or ‘in combination’. **This may require additional specificity within policy to ensure this outcome.**
- 5.3.13. The exact technical specification of the upgrades required will be determined by Anglian Water and the EA in line with revised quality conditions. Adverse effects ‘alone’ would not be expected provided that timing of capacity provision is managed. With regard to ‘in combination’ effects with other plans, the waste water planning process operates at a regional level, taking account of development within all plan areas, and so the same safeguards will ensure no adverse ‘in combination’ effects as a result of developments regionally.

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<sup>59</sup> <https://www.anglianwater.co.uk/siteassets/household/about-us/01-pr19-our-plan-2020-2025.pdf>

## Run-off

- 5.3.14. With regard to SGS10 specifically, the HRA of the proposed development<sup>60</sup> notes that the ditch within the site will be “*retained, protected and incorporated into the green infrastructure strategy as part of the final development...[which will]...prevent any deterioration of the ditch habitat and prevent materials/pollutants from entering the ditch/watercourse*”. The HRA concludes that there will be ‘no likely significant effects’ for the sites associated with the Crouch estuary.
- 5.3.15. Other discharges or run-off that may be associated with development arising from the Local Plan will all originate some distance from the Crouch estuary and are likely to be largely attenuated before reaching the designated sites and significant effects ‘alone’ would not occur. There are ‘in combination’ risks associated with diffuse pollution, to which run-off will contribute, although the effect of run-off from developed areas can be fully mitigated or reduced by the use of SuDS and by increasing the area of permeable surfaces (both natural and artificial) within developed areas. These measures offer effective attenuation by reducing the volumes of surface run-off. They also increase the retention of pollutants and, in the case of some SuDS, can allow for treatment of pollutants. These measures can be employed to ensure that developments supported by the Local Plan do not contribute significantly to wider diffuse pollution and manage those aspects within their control.

## Summary

- 5.3.16. The policy measures noted above have been derived from consultations with the EA and AW, and are considered appropriate for the anticipated quantum of growth associated with the Local Plan. They aim ensure that necessary water management and water treatment infrastructure will be in place before development takes place and that any potential effects on water quality as a result of development supported by the Local Plan can be avoided. As a result, the incorporated measures can be relied on to ensure that the Preferred Options Local Plan will not adversely affect the integrity of **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar**, alone or in combination.

## ASSESSMENT OF EFFECTS – ESSEX ESTUARIES SAC

- 5.3.17. The assessment of effects for the Crouch estuary component of the **Essex Estuaries SAC** is as per that for the **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar** (i.e. the incorporated measures can be relied on to ensure that the Preferred Options Local Plan will not adversely affect the integrity of the site).

## ASSESSMENT OF EFFECTS – OUTER THAMES ESTUARY SPA

- 5.3.18. The assessment of effects for the Crouch estuary component of the **Outer Thames Estuary SPA** is as per that for the **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar** (i.e.

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<sup>60</sup> Available at:

<https://planning.chelmsford.gov.uk/civica/Resource/Civica/Handler.ashx/Doc/pagestream?cd=inline&pdf=true&docno=8333480>

the incorporated measures can be relied on to ensure that the Preferred Options Local Plan will not adversely affect the integrity of the site).

## WATER QUALITY RECOMMENDATIONS AND PREFERRED OPTIONS CONCLUSION

- 5.3.19. The incorporated policy measures are likely to provide sufficient safeguards to ensure that the water quality of the Crouch estuary sites is not reduced as a result of the Local Plan. Policy additions are not considered essential to ensure this outcome, and **no adverse effects alone or in combination via this mechanism would be expected if the Preferred Options Local Plan is adopted as currently drafted.**
- 5.3.20. Nevertheless, for clarity and additional certainty when considering planning applications, the addition of the following text or similar to **Strategic Policy S4** should be considered:
- “The Council will ensure that new development does not contribute to water pollution and, where possible, enhances water quality, and demonstrates the advancement of biodiversity and amenity interests through the provision of a range of greenspaces. Management, mitigation and compensation measures will be secured through planning conditions/obligations where necessary. **Developers will need to demonstrate that sufficient waste water treatment capacity is available ahead of occupation to ensure no deterioration in the quality of receiving waters**”.

## 5.4 AIR QUALITY

### SUMMARY OF PATHWAY

- 5.4.1. The Local Plan proposals may indirectly contribute to local air pollution and wider diffuse pollution. In practice, the principal source of air pollution associated with the Local Plan will be related to changing patterns of vehicle use due to the promotion of new development (since the Local Plan does not provide for any new significant point-sources).
- 5.4.2. Highways England’s *Design Manual for Roads and Bridges* (DMRB) sets out an approach for assessing the effect of emissions from specific road schemes on designated sites; this suggests that a quantitative air quality assessment may be required if a European site is within 200m of an affected road and the predicted change in annual average daily traffic (AADT) is over 1,000.
- 5.4.3. This approach has some limitations when considering the effects of a Local Plan (rather than a specific road scheme) although in the absence of any other specific guidance or thresholds it has typically been applied to main roads<sup>61</sup> within 200m of a European site, with case law<sup>62</sup> indicating that

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<sup>61</sup> i.e. trunk roads, A-roads and most B-roads. Changes in the number of vehicles using minor roads in the region will be too small to meaningfully assess using the industry standard approaches to AADT modelling that can be applied at the strategy-level (i.e. without substantial additional data collection including field monitoring at specific locations – this may be appropriate for a specific development or allocation but not for traffic-growth generally).

<sup>62</sup> *Wealden District Council v. Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority* [2017] EWHC 351.

changes in AADT on particular roads should be determined 'in combination' with other plans and projects.

## BASELINE AND PREDICTED CHANGES

5.4.4. The habitat features of the estuary sites are not highly sensitive to air pollution from vehicles (estuary systems are typically eutrophic, and atmospheric N-deposition is typically dwarfed by inputs from aquatic systems), although the SIP indicates that the following features of the Crouch estuary sites are broadly sensitive to atmospheric nitrogen deposition:

- SAC features:
  - *Salicornia* and other annuals colonizing mud and sand;
  - Estuaries;
  - Mediterranean and thermo-Atlantic halophilous scrubs (*Sarcocornetea fruticosi*);
  - *Spartina* swards (*Spartinion maritimae*); and
  - Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*).
- SPA features:
  - Dark-bellied brent geese (via effects on the saltmarsh communities).

5.4.5. Note that the features of the **Outer Thames Estuary SPA** associated with the Crouch estuary (common tern) are not exposed or sensitive to air quality changes that may affect the habitats of the Crouch estuary.

5.4.6. Considering the Crouch estuary sites, very few roads are within 200m of the European site boundaries; the majority are unclassified minor roads linked to small settlements or villages which will not see any potentially significant increases in traffic volumes as a result of the Local Plan<sup>63</sup>. The possible exceptions to this are roads near to the proposed SGS10 allocation:

- the A132 east of South Woodham Ferrers, which is likely to see an increase in commuter traffic (although it should be noted that this road is over 235m from the SAC / SPA / Ramsar at its closest point near Woodham Fen, and typically much further away, and so significant effects would not be expected); and
- short sections of local roads around South Woodham Ferrers (principally Ferrers Road, Inchbonnie Road, Marsh Farm Road, and Creekview), which may see increases in local traffic due to the SGS10 allocation, particularly if vehicles access the car parks adjacent to the estuary, (e.g. at Marsh Farm Country Park).

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<sup>63</sup> i.e. increases that could affect the European sites; it is self-evident that the minor roads within 200m of the Crouch and Roach will not see substantial increases in traffic due to the Local Plan given their location and (in most cases) the absence of through routes. Whilst there are likely to be some changes in the number of vehicles using minor roads in the region associated with broader population growth, these will be too small to meaningfully model or detect using the industry standard approaches to traffic modelling that can be applied at the strategy-level (i.e. without substantial additional data collection including field monitoring).

- 5.4.7. Traffic assessments undertaken for the adopted CCC Local Plan and summarised in its HRA indicated that AADT increases on the A132 would exceed 1000 as a result of the plan allocations; this will remain the case with the Preferred Options Local Plan.
- 5.4.8. The Mediterranean and thermo-Atlantic halophilous scrubs (*Sarcocornetea fruticosi*) feature is not present within the Crouch estuary component of the Essex Estuaries SAC, and so is not considered further in this section.
- 5.4.9. The remaining air quality sensitive habitat features (*Salicornia* and other annuals colonizing mud and sand; Estuaries; *Spartina* swards (*Spartinion maritimae*); and Atlantic salt meadows (*Glaucopuccinellietalia maritimae*) are present within 200m of the above roads. Dark-bellied brent geese are known to use improved managed grasslands within the Marsh Farm Country Park (which are over 200m from the nearest roads) but are less likely to use the creek saltmarshes that are within 200m of the above roads due to behavioural preferences. The condition of the SSSI units in these areas is either unfavourable recovering (areas of eroding saltmarsh) or favourable (areas of improved grassland within and near Marsh Farm Country Park that are used by Brent geese). Air quality is not identified as an aspect currently affecting these units, and the units in this area used by Brent geese would not be sensitive to the effects of N-deposition in any case (improved grassland and pasture).

## INCORPORATED MITIGATION

**Policy SGS10** includes a number of development requirements (alongside wider policy provisions) that will minimise local car use associated with this allocation and hence the potential for effects on the sites of the Crouch estuary; these include (*inter alia*):

- Maximising opportunities for sustainable travel.
- Providing a well-connected internal road layout which allows good accessibility for bus services and bus priority measures.
- Providing new public transport routes/services.
- Providing additional pedestrian and cycle connections to the town centre.
- Providing a dedicated car club for residents and businesses on site and available to the rest of South Woodham Ferrers.
- Improvements to the local and strategic road network as required by the Local Highway Authority.

## ASSESSMENT OF EFFECTS – CROUCH AND ROACH ESTUARIES (MID-ESSEX COAST PHASE 3) SPA/RAMSAR

- 5.4.10. There is no evidence that N-deposition associated with current traffic volumes is significantly affecting the habitat interest features of the SAC / Ramsar site around South Woodham Ferrers. The accepted threshold for 'significant effects' to be possible is an increase of >1% of the minimum critical load; in this instance, this would be approximately 0.2 kg/ha/yr. Although it is not simple to apply 'rule of thumb' estimates to relationships between traffic volumes and N-deposition (as this is influenced by a number of factors), it is worth noting that the DMRB guidance regarding air quality thresholds is based on the assumption that 1,000 extra vehicles is equivalent to ~0.01 kg N/ha/yr (this is obviously a coarse figure and there are other factors that come into play such as the emissions factors used for opening year/ wind direction etc./ number of HGVs / speed etc.).

- 5.4.11. In terms of exposure, no part of the A132 is within 200m of the Crouch estuary designated sites' boundaries (the closest point is ~220m away), and so any effects would be extremely marginal based on established protocols. As noted, the Department of Transport's *Transport Analysis Guidance*<sup>64</sup> states that "*beyond 200m, the contribution of vehicle emissions from the roadside to local pollution levels is not significant*" since vehicle exhausts are situated very close to the ground the emissions only have a local effect, and beyond 200m emissions will have dispersed sufficiently that atmospheric concentrations are essentially background levels. As a result, the designated sites in the area nearest to the A132 (around Woodham Fen) will not be exposed to potentially significant effects as a result of N-deposition associated with the Local Plan, alone or in combination.
- 5.4.12. With regard to the other sections of the designated sites within 200m of roads within South Woodham Ferrers, the adopted Local Plan HRA noted that the minor roads within South Woodham Ferrers (and hence within 200m of the nearest European sites) will not see potentially significant (in HRA terms) increases in traffic volumes, and the minor roads within 200m are screened from the European sites by housing and gardens for much of their length (which will reduce potential deposition).
- 5.4.13. On this basis, the predicted increases in traffic volumes around South Woodham Ferrers as a result of the proposed Local Plan allocations are extremely unlikely (regardless of any moderating factors) to increase N-deposition by over 1% of the critical load (alone or in combination).
- 5.4.14. Irrespective of this, the area of the designated sites within 200m of these minor roads is less than 13.7 ha, principally composing upper saltmarshes and grasslands associated with the tidal creeks, and the intertidal mudflats of the Crouch estuary. Whilst marine and inter-tidal systems are generally N-limited, in most cases nitrogen inputs from the atmosphere are likely to be inconsequential compared to inputs from marine and riverine sources. Indeed, APIS notes that airborne N-deposition "*...is likely to be of low importance for these systems as the inputs are probably significantly below the large nutrient loadings from river and tidal inputs.*" Furthermore, marine and inter-tidal systems will be subject to tidal flushing which will remove a large proportion of any nitrogen that does deposit from atmosphere, thus preventing it from accumulating to the same extent as in terrestrial habitats.

## **ASSESSMENT OF EFFECTS – ESSEX ESTUARIES SAC**

- 5.4.15. The above assessment applies to the features of the Essex Estuaries SAC that occur within the Crouch estuary (i.e. no significant effects on the air-quality sensitive features, alone or in combination).

## **AIR QUALITY RECOMMENDATIONS AND PREFERRED OPTIONS CONCLUSION**

- 5.4.16. No policy recommendations are considered necessary to ensure that the Preferred Options Local Plan will have no significant effects on the air-quality sensitive features of the European sites associated with the Crouch estuary (**Essex Estuaries SAC; Crouch and Roach Estuaries SPA / Ramsar**), alone or in combination.

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<sup>64</sup> See <http://www.dft.gov.uk/webtag/documents/expert/unit3.3.3.php#013>; accessed 15/06/14

## 5.5 FUNCTIONAL LAND

### SUMMARY OF PATHWAY

- 5.5.1. Dark-bellied brent geese associated with the **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar** are known to forage in non-designated areas including agricultural fields near the SPA at low and high tide; these areas may be directly or indirectly affected by development supported by the Local Plan that is within 5km of roosts associated with the Crouch estuary (5km being accepted as the typical range for this species, based on JNCC (2016) and case-practice from the Solent Waders and Brent Goose Strategy.<sup>65</sup>

### BASELINE AND PREDICTED CHANGES

- 5.5.2. The principal areas used by Dark-bellied brent geese within the SPA / Ramsar near to South Woodham Ferrers are at Brandy Hole (south of the estuary), Bridgemarsh Island and Blue House Farm Nature Reserve. Dark-bellied brent geese are known to use improved managed grasslands within the Marsh Farm Country Park (near South Woodham Ferrers), particularly the peninsula south of Clementsgreen Creek, and other local recreational areas including golf courses. Ward (2004) suggests that the majority of geese associated with the Crouch and Roach now forage inland on fields near the estuary.
- 5.5.3. Only allocation SGS10 is within 5km of the Crouch estuary, although impacts on functional land may also occur as a result of windfall development.
- 5.5.4. The HRA for the planning application associated with the North of South Woodham Ferrers site notes that wintering bird surveys undertaken in 2020/21 recorded no waterbirds landing within or directly adjacent to the site (low numbers overflowed the site, including number were identified flying overhead, including Black-headed Gull *Chroicocephalus ridibundus*, Herring Gull *Larus argentatus*, Lesser Black-backed Gull *Larus fuscus* and Common Gull *Larus canus*. The surveys did not record any Dark-bellied Brent geese, and concluded that the allocation site does not comprise 'functional land' for the SPA/Ramsar.

### INCORPORATED MITIGATION

- 5.5.5. No specific policy-based measures are included for this aspect.

### ASSESSMENT OF EFFECTS – CROUCH AND ROACH ESTUARIES (MID-ESSEX COAST PHASE 3) SPA/RAMSAR

- 5.5.6. Based on the available evidence it can be concluded that the land associated with SGS10 is not functionally linked to the SPA/Ramsar. The sites will not therefore be affected through this mechanism.
- 5.5.7. The potential for windfall development within 5km of the estuary to be located on functional land cannot be determined however, although given the likely small-scale of any windfall sites in practice this risk can be accurately quantified and appropriately mitigated at a lower planning tier (e.g.

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<sup>65</sup> Available at: <https://solentwbgs.files.wordpress.com/2021/03/solent-waders-brent-goose-strategy-2020.pdf>

masterplanning). There is no risk of unavoidable adverse effects through this mechanism (windfall sites individually will not (a) be of a scale that has a particular high risk of intersecting or affecting notable areas of functional land, or resulting in unmitigatable outcomes; and (b) are not critical to the delivery of housing numbers (unlike large allocation sites), i.e. permission for a windfall site could be refused due to impacts on functional land and this would have little effect on the delivery of the predicted housing numbers for the plan.

## **FUNCTIONAL LAND RECOMMENDATIONS AND PREFERRED OPTIONS CONCLUSION**

- 5.5.8. As noted, although the potential for windfall development within 5km of the estuary to be located on functional land cannot be determined the risk of unavoidable adverse effects as a result of this pathway is considered negligible. As a result, specific policy directives relating to this aspect are not considered essential to ensure this outcome, and **no adverse effects alone or in combination via this mechanism would be expected if the Preferred Options Local Plan is adopted as currently drafted.**

## **5.6 IN COMBINATION EFFECTS**

- 5.6.1. The residual effects of the Local Plan on the above aspects alone (recreational pressure, water quality, functional land) will not be sufficient for 'in combination' effects to occur. Broader 'quantum of development' in combination effects on the Crouch estuary sites in relation to recreational pressure, water quality and functional land are also considered in the sections above; in summary, the CCC Local Plan will not have in combination effects with other Local Plans as it is able to appropriately mitigate its contribution to those effects. General plan/plan interactions are considered in Appendix D.
- 5.6.2. With regard to the projects noted in Section 3.3, none of these will interact directly with the CCC Local Plan to have coincident in combination effects on particular areas of the European sites associated with the Crouch estuary. The residual effects of the Local Plan alone will not be sufficient to make 'not significant' effects associated with these projects 'significant', or operate in combination to result in adverse effects.

## **5.7 PREFERRED OPTIONS CONCLUSION**

- 5.7.1. No adverse effects on the integrity of **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar** or the features of the **Essex Estuaries SAC** or **Outer Thames Estuary SPA** present in the Crouch estuary are anticipated, alone or in combination, if the Preferred Options Local Plan is adopted as currently drafted.

## 6 BLACKWATER ESTUARY SITES

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### 6.1 OVERVIEW

6.1.1. The Blackwater estuary complex includes the following European sites:

- **Blackwater Estuary (Mid-Essex Coast Phase 4) SPA:** The Blackwater Estuary is the largest of the Essex Estuaries and includes extensive intertidal mudflats, the largest area of saltmarsh in Essex and surrounding terrestrial habitats including grazing marsh, associated fleets and ditches, and semi-improved grassland. Shingle and shell banks and offshore islands are also a feature of the tidal flats. The SPA currently has eight qualifying feature species: **Little tern** (breeding); **Pochard** (breeding); **Hen harrier** (wintering); **Ringed plover** (breeding); **Black-tailed godwit** (wintering); **Grey plover** (wintering); **Dunlin** (wintering); and **Dark-bellied brent goose** (wintering),
- **Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar:** The Ramsar site is largely coincident with the SPA and is essentially designated for the same wintering bird features, although the site also meets **Ramsar Criterion 1** (extent of saltmarsh), **Ramsar Criterion 2** (invertebrate fauna), and **Ramsar Criterion 3** (range of saltmarsh communities).
- **Essex Estuaries SAC:** The Essex Estuaries SAC covers the major estuaries of the rivers Colne, Blackwater, Crouch and Roach and the associated intertidal and subtidal habitats. The main interest features of the Blackwater estuary component of the SAC are **Estuaries; Mudflats and sandflats not covered by seawater at low tide; Salicornia and other annuals colonizing mud and sand; Spartina swards (*Spartinion maritima*); and Atlantic salt meadows (*Glauco-Puccinellietalia maritima*).** Small areas of the **Mediterranean and thermo-Atlantic halophilous scrubs (*Sarcocornetea fruticosi*)** feature occur on Osea Island, although the principal areas of this habitat are outside the Blackwater estuary.

6.1.2. Those SSSI units of the Blackwater Estuary SSSI that underpin the above European sites are all at 'favourable' or 'unfavourable recovering' conservation status, with the exception of some fields on Osea Island which are in 'unfavourable declining' due to grassland management. The SSSI units associated with the Blackwater are generally in 'unfavourable recovering' condition, primarily due to salt-marsh erosion which is being addressed through regional habitat creation programmes.

6.1.3. The screening of the Preferred Options has indicated that the interest features of these sites associated with the Blackwater estuary may be vulnerable (i.e. exposed and sensitive) to environmental changes associated with the implementation of the Local Plan, particularly in relation to 'in combination' effects of visitor pressure and water quality. In addition, the qualifying features of the SPAs and Ramsar site may be exposed to development-related effects when outside the site boundary.

### 6.2 RECREATIONAL PRESSURE

#### SUMMARY OF PATHWAY

6.2.1. The broad pathway for effects from recreational pressure is summarised in **Section 5.2**. With regard to the Blackwater sites, the closest Local Plan allocations are ~9.5km from the site and so the pathways are all 'in combination', associated with the overall quantum of development regionally rather than linked to specific individual allocations.

## BASELINE AND PREDICTED CHANGES

- 6.2.2. The issue of region-wide in combination recreational pressure on the European sites associated with the Essex estuaries has been recognised for several years, and has been subject to a detailed mitigation strategy (*“The Essex Coast Recreational Disturbance Avoidance & Mitigation Strategy (RAMS)”*<sup>66</sup> that currently covers the period 2018 – 2038 (i.e. the majority of the Local Plan period)<sup>67</sup>. This strategy therefore provides a context for the baseline and the assessment.
- 6.2.3. The Zol for the **Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar** identified by the Essex Coast RAMS is 22km (this Zol is also applied to the Blackwater estuary component of the **Essex Estuaries SAC**). All of the housing allocations identified by the Preferred Options Local Plan are within this Zol.
- 6.2.4. As noted, the Essex Coast RAMS identifies the anticipated housing numbers within the overall Zol for the Essex coast; in summary the RAMS assumes that there will be 10976 new dwellings within the Chelmsford area to 2038, with 8771 not consented at the time of publication (and hence subject to the tariff). All of these would be within the Zol for the Blackwater sites.
- 6.2.5. The Preferred Options Local Plan makes provision for a substantial uplift in these numbers: the Preferred Options plan makes provision for up to 18000 dwellings over the plan period (i.e. to 2041), all of which will be within the Zol for the Blackwater sites.

## INCORPORATED MITIGATION

- 6.2.6. The Preferred Options Local Plan includes several mitigation measures designed to prevent adverse effects on the integrity of European sites due to recreational pressure; these include:
- **Strategic Policy S4** – Conserving and enhancing the natural environment (requires contributions from residential developments to the RAMS);
  - **Policy DM16** – Protection and promotion of ecology, nature and biodiversity (requires contributions from residential developments to the RAMS).
- 6.2.7. The RAMS was adopted in 2019, and formalised in CCC planning policy by the adoption of an SPD in 2020. The RAMS currently covers the period to 2038, although provision is made within the document for this to be extended. It should be noted that mitigation delivered by the RAMS is considered fundamentally scalable to address higher housing numbers; this is consistent with NE’s position on other strategic mitigation schemes (for example, in relation to the Thames Basin Heaths SPA, the Thanet Coast, or the SPAs associated with the Solent and nearby harbours).

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<sup>66</sup> Available at: <https://www.chelmsford.gov.uk/media/uj2nfppl/essex-coast-rams-habitats-regulations-assessment-strategy-document-2018-2038.pdf>

<sup>67</sup> The RAMS included housing data up to 2038, which was the longest Plan period for a partner LPA. These housing numbers will be reviewed and, where necessary, updated over the lifetime of the strategy in accordance with LPA monitoring data, as part of the Essex Coast RAMS monitoring and review process.

## ASSESSMENT OF EFFECTS – BLACKWATER ESTUARY (MID-ESSEX COAST PHASE 4) SPA/RAMSAR

- 6.2.8. The assessment for the **Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar** is essentially as per that for the **Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar**. i.e.:
- The Preferred Options Local Plan incorporates the agreed and accepted strategic mitigation for recreational effects on the European sites associated with the Essex estuaries, i.e. the RAMS, which has been adopted as an SPD.
  - The RAMS is considered fundamentally scalable to address higher housing numbers, and extendable to cover the revised plan period. The RAMS is subject to regular monitoring, which will inform future amendments to ensure its continued effectiveness.
- 6.2.9. With regard to monitoring the effectiveness of the RAMS, provision is made within the RAMS for annual monitoring and a report for each LPA to inform their Annual Monitoring Report (AMR), Results from these surveys are not currently available, however there is evidence of the effectiveness of the measures (notably ranger provision) from other RAMS programmes such as that associated with the Solent<sup>68</sup> which have reported significant differences in measures of disturbance.
- 6.2.10. On this basis, it can be concluded that the Preferred Options Local Plan will have no adverse effects on the integrity of the **Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar** due to recreational pressure or urbanisation effects, alone or in combination.

## ASSESSMENT OF EFFECTS – ESSEX ESTUARIES SAC

- 6.2.11. The qualifying features of the Essex Estuaries SAC are also sensitive to visitor pressure, principally through direct damage (trampling, erosion etc.) and localised eutrophication (e.g. associated with dog faeces); other pressures, for example bait digging, may also increase as a result of population growth locally.
- 6.2.12. Many of the SAC habitats will have limited exposure to casual recreation (in general, few people will directly access the intertidal mudflats and sandflats feature for example, other than bait diggers) although the SAC includes most of the sea walls along the Crouch estuary. However, the interest features are generally fairly resilient to direct disturbance (since coastal habitats are typically exposed naturally to a range of environmental perturbations).
- 6.2.13. The measures set out in the RAMS to safeguard the supporting habitats of the **Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar** are considered effective for the SAC features also; on this basis it can be concluded that the Preferred Options Local Plan will have no adverse effects on the integrity of the **Essex Estuaries SAC** due to recreational pressure or urbanisation effects, alone or in combination.

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<sup>68</sup> Available at: [https://solent.birdaware.org/media/33773/Disturbance-Monitoring-Report-Winter-2018-2020/pdf/Disturbance\\_Monitoring\\_Report\\_Winter\\_2018-19\\_and\\_2019-20.pdf](https://solent.birdaware.org/media/33773/Disturbance-Monitoring-Report-Winter-2018-2020/pdf/Disturbance_Monitoring_Report_Winter_2018-19_and_2019-20.pdf)

## RECREATIONAL PRESSURE RECOMMENDATIONS AND PREFERRED OPTIONS CONCLUSION

- 6.2.14. The incorporated policy measures will provide sufficient safeguards to ensure that the recreational pressure does not adversely affect the Crouch estuary sites as a result of the Local Plan. Policy additions are not considered essential to ensure this outcome, and **no adverse effects alone or in combination via this mechanism would be expected if the Preferred Options Local Plan is adopted as currently drafted.**

### 6.3 WATER QUALITY

#### SUMMARY OF PATHWAY

- 6.3.1. The pathway for effects on the interest features of this SPA/Ramsar is essentially as per the Crouch estuary sites (see **Section 5.3**), although the principal WRC of concern is Great Leighs WRC near Chelmsford which discharges to the Chelmer.

#### BASELINE AND PREDICTED CHANGES

- 6.3.2. The current (2023) WFD ecological classification of the Blackwater estuary is ‘moderate’<sup>69</sup>. The main aspects that prevent the waterbody achieving ‘good’ status are biological quality elements (notably algae and phytoplankton), dissolved inorganic nitrogen (linked to water industry sewage discharges and poor nutrient and livestock management in agriculture) and the presence of hazardous substances (notably mercury/mercury compounds and polybrominated diphenyl ethers (PBDE)).
- 6.3.3. With regard to the features of the **Essex Estuaries SAC** and **Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar**, NE’s site improvement plan does not suggest that water quality is a current threat or pressure, although the supplementary advice<sup>70</sup> provides water quality targets, including:
- Reduce aqueous contaminants to levels equating to High Status according to Annex VIII and Good Status according to Annex X of the Water Framework Directive, avoiding deterioration from existing levels.
  - Maintain the dissolved oxygen (DO) concentration at levels equating to Good Ecological Status (specifically  $\geq 4.0$  mg L<sup>-1</sup> (at 35 salinity) for 95 % of year) avoiding deterioration from existing levels.
  - Maintain water quality at mean winter dissolved inorganic nitrogen levels where biological indicators of eutrophication (opportunistic macroalgal and phytoplankton blooms) do not affect the integrity of the site and features, avoiding deterioration from existing levels.

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<sup>69</sup> Environment Agency (2024). Catchment Data Explorer [online]. Available at: <https://environment.data.gov.uk/catchment-planning/v/c3-plan/WaterBody/GB520503714000> [Accessed Jan 2024].

<sup>70</sup> Available at: <https://designatedsites.naturalengland.org.uk/Marine/SupAdvice.aspx?SiteCode=UK9009244>

- 6.3.4. As water pollution is not identified in the SIP as a threat or pressure, and the component SSSIs of these sites are currently in 'favourable' or 'unfavourable recovering' condition<sup>71</sup>, it can be inferred that water pollution is not currently affecting the integrity of the European sites or preventing them from reaching favourable conservation status. It should be noted these European sites have not been identified as sites that are in unfavourable condition due to excessive nutrients (such that 'nutrient neutrality' is being deployed or considered as mitigation) in recent NE advice to LPAs<sup>72</sup>.
- 6.3.5. With regard to sewage discharges, water-cycle studies (WCS) undertaken in 2024<sup>73,74</sup> identified one WRC in the Blackwater estuary catchment with potential capacity issues over the plan period: Great Leighs. The water-cycle scoping study indicated that the permits for Great Leighs will be exceeded under all the growth scenarios considered, one of which essentially mirrors the Preferred Options Local Plan, and that this WRC may be required to meet the 'technically achievable limit' (TAL) for discharges.

### INCORPORATED MITIGATION

- 6.3.6. The provision of wastewater treatment capacity is a statutory obligation on Anglian Water, and it is required to comply with all relevant discharge consents. The Local Plan contributes to the wastewater treatment planning process by providing certainty for Anglian Water (through the allocations process) but does not (and cannot) directly influence or control Anglian Water's plans for service delivery. The Local Plan therefore adopts a policy-led mitigation approach to this aspect, to ensure that this potential issue is appropriately considered at the site level when developments are brought forward. The Preferred Options Local Plan includes several mitigation measures that will help prevent adverse effects on the integrity of European sites due to water quality changes; these include:
- **Strategic Policy S4** – Conserving and enhancing the natural environment (requires the Council to ensure that new development does not contribute to water pollution);
  - **Strategic Growth Site Policy 7b** - Great Leighs - Land East Of London Road (requires that appropriate waste water treatment provision and disposal is available in time to serve the site, including any associated sewer connections and any required mitigation within the sewerage network).

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<sup>71</sup> The SSSI units in 'unfavourable declining' condition are grassland units not affected by or exposed to changes in the water quality of the Blackwater estuary.

<sup>72</sup> Letter from NE to LPA Chief Executives and Heads of Planning, 16 March 2022; Re. Advice for development proposals with the potential to affect water quality resulting in adverse nutrient impacts on habitats sites.

<sup>73</sup> Arcadis (2024). *Chelmsford City Council Water Cycle Study: Stage 1 – Scoping Water Cycle Study*. Arcadis, Birmingham

<sup>74</sup> Arcadis (2024). *Chelmsford City Council Water Cycle Study: Stage 2 – Detailed Water Cycle Study*. Arcadis, Birmingham

- **Strategic Policy S9** – Infrastructure Requirements (requires that new development include appropriate waste water treatment and SuDS)

6.3.7. This approach has been developed through close liaison with the Environment Agency and Anglian Water, and reflects the consultation responses from these organisations and NE.

#### **ASSESSMENT OF EFFECTS – BLACKWATER ESTUARY (MID-ESSEX COAST PHASE 4) SPA/RAMSAR**

- 6.3.8. Waste water associated with development within the Blackwater estuary catchment may be passed to one of several WRCs, one of which is Great Leighs WRC. The anticipated housing growth in the catchment will cause the current permits for this WRC to be exceeded.
- 6.3.9. The Local Plan cannot be prescriptive with regard to sewerage provision for specific developments, as the most appropriate approach can only be determined by the relevant water company in conjunction with the EA. For example, waste water may not be treated at the closest WRC if capacity is available elsewhere and transfer of waste water is more economical.
- 6.3.10. The Local Plan period (to 2041) is predominantly covered by the water company Asset Management Plans (AMP) periods AMP7 (2020 – 2025) to AMP10 (2035 – 2040). Anglian Water has prepared its plan for AMP7<sup>75</sup>, which outlines its investment programme from April 2020 to 2025; this was adopted in 2020. Anglian Water’s approach to wastewater treatment asset management requires that sufficient certainty is given that the quantum of development proposed will come forward during the plan period before improvements to assets can be justified and funding sought. This certainty is provided, in part, by the Local Plan and therefore the adoption of the plan will ensure that provision of additional capacity is planned, and development is not delayed.
- 6.3.11. It is important to note that there is nothing to suggest that the wastewater treatment and capacity improvements required at Great Leighs WRC are not possible using currently available wastewater treatment technologies, or that alternative solutions (e.g. transfer of sewerage to another WRC for treatment) are not possible; therefore, the principal issue is around timing of delivery rather than the feasibility of the solution or risks in relation to fundamental limits on the capacity of the receiving waters. Therefore, provided that the planning process allows for the timely identification and delivery of any additional treatment capacity that may be required, then new developments can be accommodated without unavoidable adverse effects on receiving European sites, ‘alone’ or ‘in combination’. **This may require additional specificity within policy to ensure this outcome.**
- 6.3.12. The exact technical specification of the upgrades required will be determined by Anglian Water and the EA in line with revised quality conditions. Adverse effects ‘alone’ would not be expected provided that timing of capacity provision is managed. With regard to ‘in combination’ effects with other plans, the waste water planning process operates at a regional level, taking account of development within all plan areas, and so the same safeguards will ensure no adverse ‘in combination’ effects as a result of developments regionally.

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<sup>75</sup> <https://www.anglianwater.co.uk/siteassets/household/about-us/01-pr19-our-plan-2020-2025.pdf>

## Run-off

- 6.3.13. Other discharges or run-off that may be associated with development arising from the Local Plan will all originate some distance from the Blackwater estuary and are likely to be largely attenuated before reaching the designated sites and significant effects 'alone' would not occur. There are 'in combination' risks associated with diffuse pollution, to which run-off will contribute, although the effect of run-off from developed areas can be fully mitigated or reduced by the use of SuDS and by increasing the area of permeable surfaces (both natural and artificial) within developed areas. These measures offer effective attenuation by reducing the volumes of surface run-off. They also increase the retention of pollutants and, in the case of some SuDS, can allow for treatment of pollutants. These measures can be employed to ensure that developments supported by the Local Plan do not contribute significantly to wider diffuse pollution and manage those aspects within their control.

## Summary

- 6.3.14. The policy measures noted above have been derived from consultations with the EA and AW, and are considered appropriate for the anticipated quantum of growth associated with the Local Plan. They ensure that necessary water management and water treatment infrastructure will be in place before development takes place and that any potential effects on water quality as a result of development supported by the Local Plan can be avoided. As a result, the incorporated measures can be relied on to ensure that the Preferred Options Local Plan will not adversely affect the integrity of the **Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar**, alone or in combination.

## ASSESSMENT OF EFFECTS – ESSEX ESTUARIES SAC

- 6.3.15. The assessment of effects for the Blackwater estuary component of the **Essex Estuaries SAC** is as per that for the **Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar** (i.e. the incorporated measures can be relied on to ensure that the Preferred Options Local Plan will not adversely affect the integrity of the site).

## WATER QUALITY RECOMMENDATIONS AND PREFERRED OPTIONS CONCLUSION

- 6.3.16. The incorporated policy measures are likely to provide sufficient safeguards to ensure that the water quality of the Crouch estuary sites is not reduced as a result of the Local Plan. Policy additions are not considered essential to ensure this outcome, and **no adverse effects alone or in combination via this mechanism would be expected if the Preferred Options Local Plan is adopted as currently drafted.**
- 6.3.17. Nevertheless, for clarity and additional certainty when considering planning applications, the addition of the following text or similar to **Strategic Policy S4** should be considered:
- "The Council will ensure that new development does not contribute to water pollution and, where possible, enhances water quality, and demonstrates the advancement of biodiversity and amenity interests through the provision of a range of greenspaces. Management, mitigation and compensation measures will be secured through planning conditions/obligations where necessary. **Developers will need to demonstrate that sufficient waste water treatment capacity is available ahead of occupation to ensure no deterioration in the quality of receiving waters**".

## 6.4 AIR QUALITY

### SUMMARY OF PATHWAY

6.4.1. The broad pathway for effects is as per Section 5.4.

### BASELINE AND PREDICTED CHANGES

6.4.2. As noted, the habitat features of the estuary sites are not highly sensitive to air pollution from vehicles. The SIP indicates that the following features of the Blackwater estuary sites are broadly sensitive to atmospheric nitrogen deposition.

■ SAC features:

- *Salicornia* and other annuals colonizing mud and sand;
- Estuaries;
- Mediterranean and thermo-Atlantic halophilous scrubs (*Sarcocornetea fruticosi*);
- *Spartina* swards (*Spartinion maritimae*);
- Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*)

■ SPA features:

- Dark-bellied brent geese (via effects on the saltmarsh communities);
- Little tern (via effects on sand dune habitats, although it should be noted that these habitats are very localised in the Blackwater).

6.4.3. As with the Crouch estuary, few roads are within 200m of the European site boundaries; the majority are unclassified minor roads linked to small settlements or villages which will not see any potentially significant increases in traffic volumes as result of the Local Plan, with the possible exception of roads around Maldon (notably the B1026 Goldhanger Road, east of Heybridge). Minor roads within Maldon that are within 200m of the SAC are not explicitly considered as significant increases in traffic on these roads is not anticipated (based on the Maldon Local Plan) and because these cannot be reliably modelled using the industry standard approaches to traffic modelling that can be applied at the strategy-level (i.e. without substantial additional data collection including field monitoring). Other roads within 200m (e.g. the B1025 to Mersea Island) are not considered due to the distance to the nearest proposed Local Plan allocations (>30km straight-line distance, and substantially further by road) and the very low likelihood of any substantial increases in traffic volumes at these distances (see assessment for Epping Forest SAC, above), and for these locations.

6.4.4. Traffic assessments undertaken for the adopted CCC Local Plan and summarised in its HRA indicated that AADT increases on the B1026 at Maldon would likely exceed 1000 irrespective of the CCC Local Plan allocations; this will remain the case with the Preferred Options Local Plan.

6.4.5. The Mediterranean and thermo-Atlantic halophilous scrubs (*Sarcocornetea fruticosi*) feature is not present within the Blackwater estuary component of the Essex Estuaries SAC, and so is not considered further in this section.

6.4.6. The remaining air quality sensitive habitat features (*Salicornia* and other annuals colonizing mud and sand; Estuaries; *Spartina* swards (*Spartinion maritimae*); and Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) are present within 200m of the above road. Dark-bellied brent geese are known to use pasture and arable land adjacent to the estuary, as well as the estuary itself, although the main non-designated areas of usage are not near the B1026. The condition of the SSSI units in

these areas is either ‘unfavourable recovering’ (areas of eroding saltmarsh) or ‘favourable’. Air quality is not identified as an aspect currently affecting these units, and agricultural fields in this area that may be used by Brent geese would not be sensitive to the effects of N-deposition in any case. The most sensitive features identified by APIS (dunes and dune grasslands associated with breeding Little tern) are not present in this section of the estuary (and the areas supporting Little tern in the Blackwater are in any case typically areas of shingle or shell banks associated with islands (e.g. Pewet Island, Bradwell; Bradwell Shell Banks; Cobmarsh Island), all of which are over 200m from the nearest road), and so these features (and by extension Little tern) are not considered further.

## INCORPORATED MITIGATION

- 6.4.7. The Local Plan’s ability to influence out-of-district travel will be limited, although sustainable travel principles (including support for public transport, cycle and pedestrian routes, car clubs, etc.) are woven throughout the proposed Local Plan policies, particularly with regards to the strategic allocations.

## ASSESSMENT OF EFFECTS – BLACKWATER ESTUARY (MID-ESSEX COAST PHASE 4) SPA/RAMSAR

The assessment of effects is as for the Crouch estuary sites; in summary:

- There is no evidence that N-deposition associated with current traffic volumes is significantly affecting the habitat interest features of the SAC / Ramsar site around the western end of the Blackwater.
- The predicted increases in traffic volumes on the B1026 near Maldon as a result of the proposed Local Plan allocations are extremely unlikely (regardless of any moderating factors) to increase N-deposition by over 0.2 kg/ha/yr (1% of the minimum critical load for features in this area), alone or in combination.
- The area of the designated sites within 200m of the B1026 composes saltmarshes and intertidal mudflats, which will be less sensitive to airborne deposition than the critical loads would suggest due to the dominance of N-inputs from marine and riverine sources, and the tidal flushing which minimises accumulation compared to terrestrial habitats.

- 6.4.8. As a result, it is considered that the Local Plan will have no significant effects on the air-quality sensitive features of the **Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar**, alone or in combination.

## ASSESSMENT OF EFFECTS – ESSEX ESTUARIES SAC

- 6.4.9. The above assessment applies to the features of the Essex Estuaries SAC that occur within the Blackwater Estuary (i.e. no significant effects on the air-quality sensitive features, alone or in combination).

## AIR QUALITY RECOMMENDATIONS AND PREFERRED OPTIONS CONCLUSION

- 6.4.10. No policy recommendations are considered necessary to ensure that the Preferred Options Local Plan will have no significant effects on the air-quality sensitive features of the European sites associated with the Blackwater estuary (**Essex Estuaries SAC; Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar**), alone or in combination.

## 6.5 IN COMBINATION EFFECTS

- 6.5.1. The residual effects of the Local Plan on the above aspects alone (recreational pressure, water quality, air quality) will not be sufficient for 'in combination' effects to occur. Broader 'quantum of development' in combination effects on the Blackwater estuary sites in relation to recreational pressure, water quality and air quality are also considered in the sections above; in summary, the CCC Local Plan will not have in combination effects with other Local Plans as it is able to appropriately mitigate its contribution to those effects. General plan/plan interactions are considered in Appendix D.
- 6.5.2. With regard to the projects noted in Section 3.3, none of these will interact directly with the CCC Local Plan to have coincident in combination effects on particular areas of the European sites associated with the Blackwater estuary. The residual effects of the Local Plan alone will not be sufficient to make 'not significant' effects associated with these projects 'significant', or operate in combination to result in adverse effects.

## 6.6 PREFERRED OPTIONS CONCLUSION

- 6.6.1. No adverse effects on the integrity of **Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar** or the features of the **Essex Estuaries SAC** present in the Blackwater estuary are anticipated, alone or in combination, if the Preferred Options Local Plan is adopted as currently drafted.

## 7 DENGIE SITES

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### 7.1 OVERVIEW

- 7.1.1. This site is a large and remote area of tidal mudflat and saltmarsh at the eastern end of the Dengie peninsula, between the Blackwater and Crouch Estuaries, located approximately 20km from the Council's Administrative Area. It is not hydrologically connected to Chelmsford except at the mouths of the adjacent estuaries. The majority of the site is in 'favourable' or 'unfavourable recovering' condition, with the latter generally being areas of saltmarsh that are under pressure from erosion.
- 7.1.2. The Dengie sites complex includes the following European sites:
- **Dengie (Mid-Essex Coast Phase 1) SPA:** Dengie supports the largest continuous example of saltmarsh in Essex, with associated foreshore and beaches. The SPA currently has four qualifying feature species: **Dark-bellied brent goose** (wintering), **Hen harrier** (wintering), **Grey plover** (wintering) and **Red knot** (wintering).
  - **Dengie (Mid-Essex Coast Phase 1) Ramsar:** The Ramsar site is largely coincident with the SPA and is essentially designated for the same wintering bird features, although the site also meets **Ramsar Criterion 1** (extent of saltmarsh), **Ramsar Criterion 2** (invertebrate fauna), and **Ramsar Criterion 3** (range of saltmarsh communities).
  - **Essex Estuaries SAC:** The Essex Estuaries SAC covers the major estuaries of the rivers Colne, Blackwater, Crouch and Roach and the associated intertidal and subtidal habitats. The main interest features of the Dengie component of the SAC are **Estuaries; Mudflats and sandflats not covered by seawater at low tide; Salicornia and other annuals colonizing mud and sand; Spartina swards (*Spartinion maritima*); and Atlantic salt meadows (*Glaucopuccinellietalia maritima*).**
- 7.1.3. Those SSSI units of the Blackwater Estuary SSSI that underpin the above European sites are at 'unfavourable recovering' conservation status, with three units in 'unfavourable declining' due to decreases in the breeding populations of **ringed plover** (although it should be noted that this is not a feature of the SPA or Ramsar).
- 7.1.4. The screening of the Preferred Options has indicated that the interest features of these sites associated with the Dengie peninsula may be vulnerable (i.e. exposed and sensitive) to environmental changes associated with the implementation of the Local Plan in relation to 'in combination' effects of **visitor pressure**.

### 7.2 RECREATIONAL PRESSURE

#### SUMMARY OF PATHWAY

- 7.2.1. The pathway for effects on the interest features of Dengie SPA/Ramsar is essentially as per the other SPA/Ramsar sites associated with the Essex Estuaries (see **Sections 5.2 / 6.2**), i.e. through effects on the qualifying bird species either directly (e.g. through causing them to flee) or indirectly (e.g. through damaging the supporting habitats).

#### BASELINE AND PREDICTED CHANGES

- 7.2.2. The issue of region-wide in combination recreational pressure on the European sites associated with the Essex estuaries has been recognised for several years, and has been subject to a detailed

mitigation strategy (“*The Essex Coast Recreational Disturbance Avoidance & Mitigation Strategy (RAMS)*”<sup>76</sup> that currently covers the period 2018 – 2038 (i.e. the majority of the Local Plan period)<sup>77</sup>. This strategy therefore provides a context for the baseline and the assessment.

- 7.2.3. The Zol for **Dengie SPA/Ramsar** identified by the Essex Coast RAMS is 20.8km (this Zol is also applied to the Dengie component of the **Essex Estuaries SAC**). Only the SGS10 allocation (North of South Woodham Ferrers) is within this area.
- 7.2.4. The Essex Coast RAMS identifies the anticipated housing numbers within the overall Zol for the Essex coast (note, these numbers are not broken down by site-specific Zol). In summary, the RAMS assumes that there will be 10976 new dwellings within the Chelmsford area to 2038, with 8771 not consented at the time of publication (and hence subject to the tariff).
- 7.2.5. The Preferred Options Local Plan makes provision for a substantial uplift in these numbers: the Preferred Options plan makes provision for up to 18000 dwellings over the plan period (i.e. to 2041), virtually all of which will be within the Zol for the Essex coast. With regard to the Dengie peninsula specifically, approximately 220 more houses are proposed under the Preferred Options plan (all associated with SGS10 North of South Woodham Ferrers), relative to the current Local Plan. This will increase the population of South Woodham Ferrers by around 17.7% (see **Section 5.2**).
- 7.2.6. Population increases associated with allocation SGS10 will increase recreational pressure on the SPA/Ramsar as more people are likely to make use of the coastline for leisure and work. It is not possible to accurately model the likely increase in the number of visits to the site without substantial investigations into the current behaviour of residents around the estuaries (including those that do not regularly visit the sites). However, it is reasonable to assume that new residents are likely to behave (on average) in a similar manner to existing residents, and therefore the population increase can be used as a proxy for the likely increase in visitor pressure due to SGS10.

## INCORPORATED MITIGATION

- 7.2.7. The Preferred Options Local Plan includes several mitigation measures designed to prevent adverse effects on the integrity of European sites due to recreational pressure; these include:
  - **Strategic Policy S4** – Conserving and enhancing the natural environment (requires contributions from residential developments to the RAMS);
  - **Policy DM16** – Protection and promotion of ecology, nature and biodiversity (requires contributions from residential developments to the RAMS).
  - **Strategic Growth Site Policy 10 – North of South Woodham Ferrers** (sets out requirements for the development including high quality circular routes or connections to the wider Public Rights of Way network located away from the Crouch estuary; provision of a network of green

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<sup>76</sup> Available at: <https://www.chelmsford.gov.uk/media/uj2nfqpl/essex-coast-rams-habitats-regulations-assessment-strategy-document-2018-2038.pdf>

<sup>77</sup> The RAMS included housing data up to 2038, which was the longest Plan period for a partner LPA. These housing numbers will be reviewed and, where necessary, updated over the lifetime of the strategy in accordance with LPA monitoring data, as part of the Essex Coast RAMS monitoring and review process.

infrastructure to mitigate the visual, biodiversity and heritage impacts of the development; and mitigation for potential effects due to recreational pressure on nearby European sites).

- 7.2.8. The RAMS was adopted in 2019, and formalised in CCC planning policy by the adoption of an SPD in 2020. The RAMS currently covers the period to 2038, although provision is made within the document for this to be extended. It should be noted that mitigation delivered by the RAMS is considered fundamentally scalable to address higher housing numbers; this is consistent with NE's position on other strategic mitigation schemes (for example, in relation to the Thames Basin Heaths SPA, the Thanet Coast, or the SPAs associated with the Solent and nearby harbours).

### **ASSESSMENT OF EFFECTS – DENGIE SPA/RAMSAR**

- 7.2.9. The majority of the proposed Local Plan allocations, particularly the larger allocations around the Chelmsford Urban Area, will have little or no influence on visitor pressure at the Dengie SPA / Ramsar sites due to their distance from these sites, and the relative inaccessibility of most parts of the sites. There will be a very small increase in the population within the Zol due to allocation SGS10.
- 7.2.10. In considering the potential effects of increased recreational pressure on these sites due to the Preferred Options Local Plan, the following aspects are relevant:
- The Preferred Options Local Plan incorporates the agreed and accepted strategic mitigation for recreational effects on the European sites associated with the Essex estuaries, i.e. the RAMS, which has been adopted as an SPD.
  - The RAMS is considered fundamentally scalable to address higher housing numbers, and extendable to cover the revised plan period (although note that the increase in housing numbers in the 20.8km Zol for the **Dengie (Mid-Essex Coast Phase 1) SPA/Ramsar** over those proposed under the adopted Local Plan is small (essentially ~220, associated with SGS10). The RAMS is subject to regular monitoring, which will inform future amendments to ensure its continued effectiveness.
  - With regard to SGS10, the site has resolution to grant planning permissions subject to a S106 Agreement (Ref: 21/01961/FUL and Ref: 22/00311/OUT), which have been subject to project-level HRA that have concluded that there will be 'no significant effects' on these European sites, alone or in combination. These included consideration of allocation-specific mitigation for recreational pressure and urbanisation effects.
- 7.2.11. With regard to monitoring the effectiveness of the RAMS, provision is made within the RAMS for annual monitoring and a report for each LPA to inform their Annual Monitoring Report (AMR), with visitor surveys updated at two and five years. Results from these surveys are not currently available, however there is evidence of the effectiveness of the measures (notably ranger provision)

from other RAMS programmes such as that associated with the Solent<sup>78</sup> which have reported significant differences in measures of disturbance.

- 7.2.12. On this basis, it can be concluded that the Preferred Options Local Plan will have no adverse effects on the integrity of the **Dengie (Mid-Essex Coast Phase 1) SPA/Ramsar** due to recreational pressure or urbanisation effects, alone or in combination.

### **ASSESSMENT OF EFFECTS – ESSEX ESTUARIES SAC**

- 7.2.13. The qualifying features of the Essex Estuaries SAC are also sensitive to visitor pressure, principally through direct damage (trampling, erosion etc.) and localised eutrophication (e.g. associated with dog faeces); other pressures, for example bait digging, may also increase as a result of population growth locally.
- 7.2.14. Many of the SAC habitats will have limited exposure to casual recreation (in general, few people will directly access the intertidal mudflats and sandflats feature for example, other than bait diggers) although the SAC includes most of the sea walls along the Crouch estuary. However, the interest features are generally fairly resilient to direct disturbance (since coastal habitats are typically exposed naturally to a range of environmental perturbations).
- 7.2.15. The measures set out in the RAMS to safeguard the supporting habitats of the **Dengie (Mid-Essex Coast Phase 1) SPA/Ramsar** are considered effective for the SAC features also; on this basis it can be concluded that the Preferred Options Local Plan will have no adverse effects on the integrity of the **Essex Estuaries SAC** due to recreational pressure or urbanisation effects, alone or in combination.

### **RECREATIONAL PRESSURE RECOMMENDATIONS AND PREFERRED OPTIONS CONCLUSION**

- 7.2.16. The incorporated policy measures will provide sufficient safeguards to ensure that the recreational pressure does not adversely affect the Dengie peninsula sites as a result of the Local Plan. Policy additions are not considered essential to ensure this outcome, and **no adverse effects alone or in combination via this mechanism would be expected if the Preferred Options Local Plan is adopted as currently drafted.**

## **7.3 IN COMBINATION EFFECTS**

- 7.3.1. The residual effects of the Local Plan on the above aspects alone (recreational pressure) will not be sufficient for ‘in combination’ effects with other plans or projects to occur. Broader ‘quantum of development’ in combination effects on the Dengie sites in relation to recreational pressure; in summary, the CCC Local Plan will not have in combination effects with other Local Plans as it is able to appropriately mitigate its contribution to those effects. General plan/plan interactions are considered in Appendix B.

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<sup>78</sup> Available at: [https://solent.birdaware.org/media/33773/Disturbance-Monitoring-Report-Winter-2018-2020/pdf/Disturbance\\_Monitoring\\_Report\\_Winter\\_2018-19\\_and\\_2019-20.pdf](https://solent.birdaware.org/media/33773/Disturbance-Monitoring-Report-Winter-2018-2020/pdf/Disturbance_Monitoring_Report_Winter_2018-19_and_2019-20.pdf)

## 7.4 PREFERRED OPTIONS CONCLUSION

- 7.4.1. No adverse effects on the integrity of **Dengie (Mid-Essex Coast Phase 1) SPA/Ramsar** or **Essex Estuaries SAC** components of the Dengie peninsula are anticipated, alone or in combination, if the Preferred Options Local Plan is adopted as currently drafted.

## 8 EPPING FOREST SAC

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### 8.1 OVERVIEW

- 8.1.1. Epping Forest is one of the few remaining large-scale examples of ancient wood-pasture in lowland Britain, and has retained habitats of high nature conservation value including ancient semi-natural woodland, old grassland plains and scattered wetland. The SAC covers a series of semi-natural woodland and grassland blocks between Wanstead in London (near the A12) and the M25 at Epping. The key pressures currently affecting the site (based on the SIP) are air pollution, management (undergrazing), visitor pressure and invasive species, however the only potential impact pathway from the Local Plan is through in combination contribution to changes in **air quality**.

### 8.2 AIR QUALITY

#### SUMMARY OF PATHWAY

- 8.2.1. The Local Plan proposals may indirectly contribute to local air pollution and wider diffuse pollution. In practice, the principal source of air pollution associated with the Local Plan will be related to changing patterns of vehicle use due to the promotion of new development (since the Local Plan does not provide for any new significant point-sources).
- 8.2.2. Highways England's *Design Manual for Roads and Bridges* (DMRB) sets out an approach for assessing the effect of emissions from specific road schemes on designated sites; this suggests that a quantitative air quality assessment may be required if a European site is within 200m of an affected road and the predicted change in annual average daily traffic (AADT) is over 1,000.
- 8.2.3. This approach has some limitations when considering the effects of a Local Plan (rather than a specific road scheme) although in the absence of any other specific guidance or thresholds it has typically been applied to main roads<sup>79</sup> within 200m of a European site, with case law<sup>80</sup> indicating that changes in AADT on particular roads should be determined 'in combination' with other plans and projects.
- 8.2.4. The SAC is approximately 17km from the Chelmsford City Council Administrative Area boundary at its closest point, and ~24km from the nearest proposed allocations. Consequently, the Local Plan will only affect the site indirectly through any additional vehicle trips that occur within 200m of the SAC as a result of development within the Local Plan area.

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<sup>79</sup> i.e. trunk roads, A-roads and most B-roads. Changes in the number of vehicles using minor roads in the region will be too small to meaningfully assess using the industry standard approaches to AADT modelling that can be applied at the strategy-level (i.e. without substantial additional data collection including field monitoring at specific locations – this may be appropriate for a specific development or allocation but not for traffic-growth generally).

<sup>80</sup> *Wealden District Council v. Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority* [2017] EWHC 351.

8.2.5. Potential effects on Epping Forest SAC are considered for consistency with the adopted Local Plan and its HRA. However, it should be noted that recent JNCC guidance<sup>81</sup> recommends that “*For the purpose of decision-making, unless local circumstances support a wider zone, plan HRA should take account of the potential effects of traffic emissions on European sites located within 10 km of the plan boundary. This zone is based on professional judgment recognising that the effects of growth from development beyond 10 km will have been accounted for in the Nitrogen Futures [refer to Refer <https://jncc.gov.uk/our-work/nitrogen-futures>] modelling work business as usual scenario.*”

8.2.6. The assessment below is completed in this context.

### **BASELINE AND PREDICTED CHANGES**

8.2.7. The features of the SAC considered sensitive to air quality impacts (specifically, based on the SIP, atmospheric nitrogen deposition) are:

- Atlantic acidophilous beech forests with *Ilex* and sometimes also *Taxus* in the shrublayer (*Quercion robori-petraeae* or *Ilici-Fagenion*)
- Northern Atlantic wet heaths with *Erica tetralix*; and
- European dry heaths

8.2.8. Traffic modelling and air quality assessment work was undertaken for the HRA of the current Chelmsford Local Plan<sup>82</sup>. The traffic modelling undertook a trip assignment exercise to identify roads within 200m of Epping Forest SAC that may see an increased volume of users as a result of the CCC Local Plan, based on journey planner software. The assessment subsequently focused on those routes most likely to be used by traffic from the Chelmsford City area when entering or going around London, specifically:

- the M25 near Epping;
- the A12 near Wanstead;
- the A406 North Circular near Woodford; and
- A104 Epping New Road west of Theydon Bois.

8.2.9. This traffic assessment has not been updated for the Preferred Options Local Plan, although the roads noted above remain the most likely to receive additional trips from Chelmsford residents.

8.2.10. The interest features are present across the SAC and are all likely to occur, to some extent, within 200m of the above roads. The critical load, critical levels and current range of N-deposition for the locations noted above is summarised in **Table 8.1**. The units in these locations are in ‘favourable’,

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<sup>81</sup> JNCC (2021). *Guidance on Decision-making Thresholds for Air Pollution* [online]. JNCC, Peterborough. Available at: <https://data.jncc.gov.uk/data/6cce4f2e-e481-4ec2-b369-2b4026c88447/JNCC-Report-696-Main-FINAL-WEB.pdf>

<sup>82</sup> Available at: <https://www.chelmsford.gov.uk/media/1kqb4shi/ex-027-hearing-statement-chelmsford-city-council-week-3-matter-9-the-environment.pdf>

‘unfavourable recovering’ or ‘unfavourable no change’ condition, with air quality being the principal reason for ‘unfavourable no change’ condition.

- 8.2.11. It should be noted that the APIS source attribution data for the site suggest that road transport is responsible for 10.8% of the local contributions to N deposition (compared with, for example, livestock and fertiliser application which account for 20.89% of local contributions to N deposition).

**Table 8-1 – APIS data for nutrient nitrogen**

Nutrient N component	Critical Load / Critical Level		Current deposition at each location (2020)*	
Total N Deposition (kg/N/ha/yr)	Atlantic acidophilous beech forests	10 – 15	M25 near Epping	27.2
	Northern Atlantic wet heaths	5 – 15	A12 near Wanstead	31.8
	European dry heaths	5 – 15	A406 North Circular near Woodford	32
			A104 Epping New Road west of Theydon Bois	28.2
Ammonia (µg/m3)	Atlantic acidophilous beech forests	1 or 3	M25 near Epping	1.4
	Northern Atlantic wet heaths	1	A12 near Wanstead	2
	European dry heaths	1	A406 North Circular near Woodford	2
			A104 Epping New Road west of Theydon Bois	1.5
NO <sub>x</sub> (µg/m3)	Atlantic acidophilous beech forests	30	M25 near Epping	19.6
	Northern Atlantic wet heaths	30	A12 near Wanstead	33.3
	European dry heaths	30	A406 North Circular near Woodford	40
			A104 Epping New Road west of Theydon Bois	19.7
SO <sub>2</sub> (µg/m3)	Atlantic acidophilous beech forests	10 – 20	M25 near Epping	1.2
	Northern Atlantic wet heaths	10	A12 near Wanstead	1.2
	European dry heaths	10	A406 North Circular near Woodford	2.1
			A104 Epping New Road west of Theydon Bois	2.4

\*The current level is the total load for the areas of the site within 200m of these locations, based on APIS mapping data.

- 8.2.12. With regard to traffic increases, the traffic modelling completed for the current Local Plan has not been updated; however, the following should be noted:
- The traffic assessment for the current Local Plan demonstrated that the anticipated increase in AADT volumes by 2036 at all of the above locations is substantially over the nominal 1,000 AADT increase threshold for ‘significant’ effects to be possible. This is irrespective of the Local Plan contribution with most of the increase being associated with growth in the LPA areas immediately around the SAC.
  - More recent traffic modelling and air quality assessments for LPAs located around Epping Forest SAC (e.g. for the Enfield Local Plan) have re-confirmed this (i.e. AADT increase on roads around the SAC will be over 1000 in all future scenarios).
  - Traffic attributable to the Chelmsford area will increase in accordance with the increase in population and housing provision, although this is likely to remain proportionate to the overall increase (i.e. Chelmsford’s relative contribution to traffic growth around Epping Forest SAC is unlikely to increase given the predicted population growth across all LPA areas around the SAC).
- 8.2.13. Furthermore, the previous air quality assessment for the Local Plan demonstrated the following:
- The greatest change in annual mean NO<sub>x</sub> concentrations between the ‘without Local Plan’ and ‘with Local Plan’ scenarios for 2031 was 0.02 µgm<sup>-3</sup> at Epping Forest New Road north and North Circular; this is an inconsequential amount.
  - Nitrogen deposition has been calculated using the predicted annual mean concentration of NO<sub>x</sub>, and the contribution of the Local Plan was predicted to be substantially less than the accepted threshold for ‘significant effects’ to be possible alone (>1% of the minimum critical load); in this instance, this would be less than 0.01 kg/ha/yr<sup>83</sup>.
  - Nitrogen deposition is likely to remain over the minimum critical load for the site habitats to 2036 irrespective of the Local Plan contribution, which will be inconsequential; however, it is expected that emission factors will decrease in future years with the shift away from Internal Combustion Engine (ICE) vehicles.
- 8.2.14. Likewise, recent air quality modelling for LPAs closer to the SAC have demonstrated similar results – i.e. N deposition is likely to remain over the minimum critical load for the site habitats in the short- to medium-term, declining with the shift away from ICE vehicles.
- 8.2.15. It should also be noted that the local authorities immediately around Epping Forest SAC, plus Essex County Council, Hertfordshire County Council, Highways England, NE and the Corporation of London, have agreed to work collaboratively to reduce air quality impacts on the SAC, putting in place a memorandum of understanding to support this. Epping Forest District has recently

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<sup>83</sup> The air quality assessment models NO<sub>x</sub> and then converts it into rates of N-deposition using tools released by Defra, although these only calculate to two decimal places; in this instance the change in concentration is too small to be picked up by these tools and so the change in concentration is given as <0.01 kgN/ha/yr.

published an interim air pollution mitigation strategy<sup>84</sup> to address the effects of traffic on the SAC, which includes a requirement to establish a Clean Air Zone around the SAC by 2025.

8.2.16.

8.2.17. Given the de minimis contribution of the Local Plan to predicted changes in traffic volumes and air quality around Epping Forest, specific mitigation measures for potential effects associated with out-of-district travel are not considered essential to ensure ‘no significant effects’. Whilst the Local Plan’s ability to influence out-of-district travel will be limited, sustainable travel principles (including support for public transport, cycle and pedestrian routes, car clubs, etc.) are woven throughout the proposed Local Plan policies, particularly with regards to the strategic allocations.

### **INCORPORATED MITIGATION**

8.2.18. The Local Plan’s ability to influence out-of-district travel will be limited, although sustainable travel principles (including support for public transport, cycle and pedestrian routes, car clubs, etc.) are woven throughout the proposed Local Plan policies, particularly with regards to the strategic allocations.

### **ASSESSMENT OF EFFECTS**

8.2.19. N-deposition is currently affecting the interest features of the Epping Forest SAC, and this is predicted to continue over the plan period as traffic increases. However, the Local Plan’s contribution to traffic growth and emissions near Epping Forest SAC has been previously shown to be inconsequential at all locations modelled (i.e. no significant effect alone, with the contribution to ‘in combination’ effects arguably too small to be reliably separated from background variations).

8.2.20. With regard to the Preferred Options Local Plan, new traffic or air quality modelling for the SAC reflecting the increased housing numbers in the CCC area has not been undertaken, given the small contribution of CCC to emissions near the SAC, the number of similar models completed for LPAs closer to the site (which are largely consistent) and the fact that critical loads for N-deposition at the SAC will be exceeded irrespective of the proposals in the Preferred Options Local Plan.

8.2.21. The Preferred Options Local Plan manages the air quality aspects that are within its control, although as noted the Local Plan’s ability to influence out-of-district travel is limited. The presence of air quality mitigation plans for LPAs adjacent to the SAC (which have been developed to prevent the Local Plans of these LPAs having adverse effects) are likely to be effective for reducing impacts on the SAC due to vehicle emissions, and the impacts of the CCC Local Plan are not substantive enough to prevent the achievement or maintenance of favourable conservation status if these mitigation plans are delivered as proposed. Therefore, it is reasonable to conclude that that the CCC Preferred Options Local plan will not adversely affect the integrity of this SAC via this mechanism.

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<sup>84</sup> Available at: <https://www.eppingforestdc.gov.uk/planning-and-building/efsac-guidance-for-applicants/>

## **AIR QUALITY RECOMMENDATIONS AND PREFERRED OPTIONS CONCLUSION**

- 8.2.22. No policy recommendations are considered necessary to ensure that the Preferred Options Local Plan will not adversely affect the integrity of Epping Forest SAC due to air quality changes.

### **8.3 IN COMBINATION EFFECTS**

- 8.3.1. No pathways 'in combination' effects (other than through air quality changes) on Epping Forest are present with other plans or projects.

### **8.4 PREFERRED OPTIONS CONCLUSION**

- 8.4.1. Based on the available data including recent air quality modelling from other LPAs, it is considered that the Preferred Option Local Plan will have no adverse effects on the integrity of **Epping Forest SAC**, alone or in combination.

## 9 SUMMARY AND CONCLUSIONS

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### 9.1 SUMMARY

- 9.1.1. Chelmsford City Council has decided to prepare a new Local Plan to ensure it remains fit for purpose, reflects national planning guidance, delivers local priorities, and meets future needs whilst restoring a five-year supply of deliverable housing sites.
- 9.1.2. The Council is currently consulting on the Preferred Options Local Plan. In broad terms, the Preferred Options Local Plan includes:
- 9.1.3. In broad terms the Preferred Options Local Plan includes:
- Nine ‘Strategic Priorities’ for the Council’s area;
  - provision for up to 18000 homes over the plan period (the quantum of growth), comprising 16,539 on allocated sites and 1,461 from windfall.
  - policies providing geographical direction for development (typically specific housing site allocations, but also implicit location preferences for certain activities or sectors prescribed through (for example) areas of search);
  - policies broadly supporting development or other changes, but which do not specify a quantum or location;
  - various development control policies that set out the Council’s tests or expectations when considering proposals, such as safeguarding policies, environmental protection policies or policies relating to design or other qualitative criteria
- 9.1.4. Regulation 105 of the Habitats Regulations states that if a land-use plan is “(a) *is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects); and (b) is not directly connected with or necessary to the management of the site*” then the plan-making authority must “...*make an appropriate assessment of the implications for the site in view of that site’s conservation objectives*” before the plan is given effect. The process by which Regulation 105 is met is known as HRA. An HRA determines whether there will be any ‘likely significant effects’ (LSE) on any European site as a result of a plan’s implementation (either on its own or ‘in combination’ with other plans or projects) and, if so, whether these effects will result in any adverse effects on the site’s integrity. The Council has a statutory duty to prepare the Local Plan and is therefore the Competent Authority for an HRA.
- 9.1.5. There is no statutory requirement for HRA to be undertaken on draft plans or similar developmental stages (e.g. issues and options; preferred options). However, it is accepted best-practice for the HRA of strategic planning documents to be run as an iterative process alongside plan development, with the emerging policies or options reviewed during development to ensure that potentially adverse effects on European sites can be identified at an early stage, and avoided or mitigated through the plan development process.
- 9.1.6. This report therefore accompanies the Preferred Options (Regulation 18) plan that is being published for consultation. **It does not constitute a formal ‘HRA screening’ or Appropriate Assessment** as the plan is still in development and so any screening or appropriate assessment conclusions would be premature; however, the principles of HRA are applied to Preferred Options to (a) provide an initial assessment of the likely HRA conclusions, were the plan adopted as currently

drafted and (b) identify additional data requirements and/or additional measures that may be required to ensure that the Submission Draft Plan (Regulation 19) has no adverse effects on any European sites.

- 9.1.7. The assessment completed to date indicates that the majority of the Preferred Option Local Plan policies and proposed site allocations will have ‘no effect’ (either alone or in combination) on any European sites, typically because either they are policy types that do not make provision for changes or because they relate to sites that are a considerable distance from the European sites (with no known pollutant or effect pathway).
- 9.1.8. The HRA of the Preferred Options Local Plan has considered potential effects on:
- all European sites within 15km of the Council’s administrative area (see Table 3.2);
  - any additional sites that may be hydrologically linked to the Local Plan’s zone of influence; and
  - any additional sites identified by Natural England following the Issues and Options consultation.
- 9.1.9. This is considered to be a suitably precautionary starting point for the assessment of the Local Plan
- 9.1.10. The initial ‘screening’ assessment has concluded that **significant effects on the following sites are not anticipated, alone or in combination**; this is principally due to their distance from the CCC area and the absence of reasonable pathways by which environmental changes associated with the Local Plan could undermine the conservation objectives for the sites:
- Benfleet and Southend Marshes SPA
  - Benfleet and Southend Marshes Ramsar
  - Foulness (Mid-Essex Coast Phase 5) SPA
  - Foulness (Mid-Essex Coast Phase 5) Ramsar
  - Thames Estuary and Marshes SPA
  - Thames Estuary and Marshes Ramsar
  - Abberton Reservoir SPA
  - Abberton Reservoir Ramsar
- 9.1.11. Further examination of potential effects through an ‘appropriate assessment stage was completed for the following sites and pathways:
- Essex Estuaries SAC
    - Recreational Pressure
    - Air Quality
    - Water Quality
  - Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA
    - Recreational Pressure
    - Air Quality
    - Water Quality
    - Functional Land (proximity effects associated with Strategic Growth Site 10 North of South Woodham Ferrers)

- Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) Ramsar
  - Recreational Pressure
  - Air Quality
  - Water Quality
  - Functional Land (proximity effects associated with Strategic Growth Site 10 North of South Woodham Ferrers)
- Blackwater Estuary (Mid-Essex Coast Phase 4) SPA
  - Recreational Pressure
  - Air Quality
  - Water Quality
- Blackwater Estuary (Mid-Essex Coast Phase 4) Ramsar
  - Recreational Pressure
  - Air Quality
  - Water Quality
- Dengie (Mid-Essex Coast Phase 1) SPA
  - Recreational Pressure
- Dengie (Mid-Essex Coast Phase 1) Ramsar
  - Recreational Pressure
- Outer Thames Estuary SPA
  - Recreational Pressure
  - Water Quality
- Epping Forest SAC
  - Air Quality

9.1.12. These aspects have been examined through an ‘appropriate assessment’ stage to ensure that proposals coming forward under the Local Plan either avoid affecting designated sites entirely (no significant effect) or will not adversely affect site integrity where potential effect pathways cannot be excluded with additional data collection. Site integrity (in HRA terms) is “*the coherent sum of the site’s ecological structure, function and ecological processes, across its whole area, which enables it to sustain the habitats, complex of habitats and/or populations of species for which the site is designated*” (EC Guidance ‘Managing Natura 2000’ (2018)).

9.1.13. In summary:

- **Water quality:** Development within the CCC area will have no adverse effects on any water quality sensitive sites due to safeguarding measures relating to SuDS and wastewater treatment capacity provision included within the plan.
- **Visitor/Recreational Pressures:** The Local Plan will have no adverse effects on the integrity of those sites considered vulnerable (both exposed and sensitive) to increased visitor pressure as a result of the plan (i.e. Essex Estuaries SAC, Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar, Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar, Dengie

(Mid-Essex Coast Phase 1) SPA/Ramsar due to the adoption of the Essex Coast RAMS in policy. This conclusion accounts for measures included within policy relating to open-space provision although these are not relied on to ensure adverse effects do not occur.

- **Air quality:** The Local Plan will have no adverse effects on the integrity of those sites considered vulnerable (both exposed and sensitive) to changes in air quality that may be linked to the provisions of the Preferred Options Local Plan, alone or in combination (i.e. Essex Estuaries SAC, Crouch and Roach Estuaries (Mid-Essex Coast Phase 3) SPA/Ramsar, Blackwater Estuary (Mid-Essex Coast Phase 4) SPA/Ramsar, Epping Forest SAC).
- **Functional Land:** no potential areas of functionally-linked land have been identified that may be critical to the integrity of the qualifying species populations.

## 9.2 CONCLUSIONS

- 9.2.1. Overall, the assessment of the Preferred Options Local Plan has concluded that most aspects of the plan will have no significant effects on any European sites, alone or in combination due to the absence of effect pathways.
- 9.2.2. Appropriate assessments have been undertaken for those aspects where effect pathways are present (in combination water quality, air quality and visitor pressure effects, and effects on species away from the sites), taking into account specific and cross-cutting policy-based mitigation and avoidance measures that have been incorporated into the plan. These appropriate assessments have employed additional analyses and data to resolve uncertainties present at the initial screening, and have concluded that (as currently drafted) **the Preferred Options Local Plan will have no adverse effects on the integrity of any European sites, alone or in combination.**
- 9.2.3. This conclusion is obviously preliminary: it will be necessary to review any changes that are made to the Preferred Options Local Plan as it proceeds to the Pre-Submission Draft in order to ensure that these initial HRA conclusions remain applicable, and the HRA will also be reviewed and updated as the Local Plan and its evidence base is developed further.



# Appendix A

EUROPEAN SITE SUMMARIES



## APPENDIX A – EUROPEAN SITE SUMMARIES

### Notes

The following proformas provide a summary of the European sites in the scope and/or provide hyperlinks to these data where publicly available.

These data are derived from (where available / relevant):

- the most recent JNCC-hosted GIS datasets;
- the Standard Data forms for SACs and SPAs and Information Sheets for Ramsar sites;
- Article 12 and 17 reporting;
- the published site Conservation Objectives;
- Supplementary Advice to the conservation objectives (SACO) where available;
- Site Improvement Plans (SIPs);
- the supporting Site of Special Scientific Interest's favourable condition tables where relevant and where no SACOs applicable to the features are available.

Note:

- For SPAs, the qualifying features are taken as those identified on the most recent JNCC datasets and citations or NE conservation objectives sheets, where these post-date the 2nd SPA Review (i.e. it will be assumed that any amendments suggested by the SPA review have been made) unless otherwise identified to us by NE; any site-specific issues relating to the SPA Review can be addressed in the screening and appropriate assessment of the preferred options (see below).
- The conservation objectives for Ramsar sites are taken to be the same as for the corresponding SACs / SPAs (where sites overlap); SSSI Definition of Favourable Condition (FCTs) are used for those Ramsar features not covered by SAC/SPA designations.

Note also that SPA feature lists are derived from the JNCC datasets and so may include species that are only designated as part of the assemblage; the qualifying species identified by the Natural England conservation objective documents are in **bold**.

Where possible the site data is used to identify other features that may be relevant to site integrity, particularly '**typical species**' (for SACs), **within-site supporting habitats**, and designated or non-designated '**functional habitats**' where these are identified in the available documentation (or otherwise well-known), although it should be noted that the tables are intended to provide an overview of these aspects only and not a detailed or exhaustive account for the site or all features.

<b>ABBERTON RESERVOIR SPA</b>	
<b>Site Code</b>	UK9009141
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009141.pdf">https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009141.pdf</a>
<b>Conservation Objectives</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/5673002612031488?category=6581547796791296">http://publications.naturalengland.org.uk/publication/5673002612031488?category=6581547796791296</a>
<b>Site Improvement Plan</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/5673002612031488?category=6581547796791296">http://publications.naturalengland.org.uk/publication/5673002612031488?category=6581547796791296</a>
<b>Supplementary advice</b>	Available at: <a href="https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9009141.pdf">https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK9009141.pdf</a>
<b>Associated SSSIs</b>	Abberton Reservoir SSSI
<b>Site Overview</b>	<p>Abberton Reservoir is a 500 ha. storage reservoir approximately four miles south of Colchester. It is the largest freshwater body in Essex. Around 40,000 birds visit the reservoir annually and it is particularly important as a moulting and roosting site for wildfowl and waders, partly due to its proximity to the Essex Estuaries. It is also important as a staging point for birds on passage. The margins of parts of the reservoir have well-developed plant communities that provide important opportunities for feeding, nesting and shelter. In addition, there is a notable breeding population of cormorant, which also use the nearby estuaries for feeding. Water levels (etc.) in the reservoir are controlled according to an agreed operating plan; as part of a recent scheme to increase capacity, the original concrete banks have been removed and the shoreline re-profiled, creating extensive new areas of shallow wetland habitat for the site's waterfowl.</p>
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- <b>A005w: Great crested grebe <i>Podiceps cristatus</i></b></li> <li>- <b>A017r: Great cormorant <i>Phalacrocorax carbo</i></b></li> <li>- <b>A036w: Mute swan <i>Cygnus olor</i></b></li> <li>- <b>A050w: Eurasian wigeon <i>Anas penelope</i></b></li> <li>- <b>A051w: Gadwall <i>Anas strepera</i></b></li> <li>- <b>A052w: Eurasian teal <i>Anas crecca</i></b></li> <li>- <b>A056w: Northern shoveler <i>Anas clypeata</i></b></li> <li>- <b>A059w: Common pochard <i>Aythya ferina</i></b></li> <li>- <b>A061w: Tufted duck <i>Aythya fuligula</i></b></li> <li>- <b>A067w: Common goldeneye <i>Bucephala clangula</i></b></li> </ul>

<b>ABBERTON RESERVOIR SPA</b>	
	<ul style="list-style-type: none"> <li>- A125w: Common coot <i>Fulica atra</i></li> <li>- WATR: Waterbird assemblage</li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	Supporting habitats for the assemblage identified in the SACO include standing open water, improved grassland, wet grassland, and fen, marsh and swamp.
<b>Functional Land</b>	No specific areas of functionally associated land are noted; the qualifying features are strongly associated with the habitats of the reservoir itself, although “ <i>arable land outside the SPA boundary</i> ” is identified as a supporting habitat for the assemblage.
<b>Condition, Pressures, Threats</b>	<p>Based on the SIP, the main pressures on the SPA features are siltation (although this is equally a problem for the reservoir as a storage resource, and so is managed accordingly); and disturbance, primarily from aircraft (although the site receives large numbers of visitors the disturbing effect is limited due to management and the nature of the site).</p> <p>The underlying SSSI is currently in unfavourable declining condition, although NE note that this is not due to any management issues at the site (this condition applies to wintering wigeon only, and is thought to be due to “<i>a high mean peak population recorded at notification in 1988 (likely due to several cold winters during the eighties), the reduction in pasture land outside the SSSI, and improved management of nearby key coastal wetland sites which have drawn the species there, and produced increases in the wigeon population in the Blackwater Estuary in particular</i>”.</p>

<b>ABBERTON RESERVOIR RAMSAR</b>	
<b>Site Code</b>	UK11001
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/RIS/UK11001.pdf">https://jncc.gov.uk/jncc-assets/RIS/UK11001.pdf</a>
<b>Conservation Objectives</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Site Improvement Plan</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Supplementary advice</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Associated SSSIs</b>	Abberton Reservoir SSSI
<b>Site Overview</b>	Abberton Reservoir is a 500 ha. storage reservoir approximately four miles south of Colchester. It is the largest freshwater body in Essex. Around 40,000 birds visit the reservoir annually and it is particularly important as a moulting and roosting site for wildfowl and waders, partly due to its proximity to the Essex Estuaries. It is also important as a staging point for birds on passage. The margins of parts of the reservoir have well-developed plant communities that provide important opportunities for feeding, nesting and shelter. In addition, there is a notable breeding population of cormorant, which also use the nearby estuaries for feeding. Water levels (etc.) in the reservoir are controlled according to an agreed operating plan; as part of a recent scheme to increase capacity, the original concrete banks have been removed and the shoreline re-profiled, creating extensive new areas of shallow wetland habitat for the site's waterfowl.
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- Crit. 5 - regularly supports 20,000 or more waterbirds</li> <li>- Crit. 6 - regularly supports 1% of the individuals in a population of one species/subspecies of waterbirds</li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	As per SPA
<b>Functional Land</b>	As per SPA



## ABBERTON RESERVOIR RAMSAR

Condition, Pressures,  
Threats

As per SPA

<b>BENFLEET AND SOUTHEND MARSHES SPA</b>	
<b>Site Code</b>	UK9009171
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009171.pdf">https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009171.pdf</a>
<b>Conservation Objectives</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/5954477588742144?category=6581547796791296">http://publications.naturalengland.org.uk/publication/5954477588742144?category=6581547796791296</a>
<b>Site Improvement Plan</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/5954477588742144?category=6581547796791296">http://publications.naturalengland.org.uk/publication/5954477588742144?category=6581547796791296</a>
<b>Supplementary advice</b>	Available at: <a href="https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9009171">https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9009171</a>
<b>Associated SSSIs</b>	Benfleet and Southend Marshes SSSI
<b>Site Overview</b>	This site is located on the north shore of the outer Thames Estuary, and covers an extensive area of saltmarsh, intertidal mudflats and shell banks, with associated supra-tidal grassland.
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- A137w: Ringed plover <i>Charadrius hiaticula</i></li> <li>- A141w: Grey plover <i>Pluvialis squatarola</i></li> <li>- A143w: Red knot <i>Calidris canutus</i></li> <li>- A672w: Dunlin <i>Calidris alpina alpina</i></li> <li>- A675w: Dark-bellied brent goose <i>Branta bernicla bernicla</i></li> <li>- WATR: Waterbird assemblage</li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	All site habitats
<b>Functional Land</b>	The SPA features are primarily associated with the mudflats and saltmarsh, although areas of grassland are used for foraging (particularly by Brent geese) and high-tide roosting. The presence of suitable low-lying grazing marsh along the outside of the site boundary also provides important supporting habitat for roosting.

## BENFLEET AND SOUTHEND MARSHES SPA

### Condition, Pressures, Threats

The majority of the site is in 'favourable' or 'unfavourable recovering' condition, with the latter generally being areas of saltmarsh that are under pressure from erosion. There are areas of saltmarsh near Canvey Island that are in 'unfavourable no change' condition due to coastal squeeze. The SIP indicates that the main pressures on the SPA features are coastal squeeze; general development; public disturbance; fisheries (particularly bait digging); and invasive species.

## BENFLEET AND SOUTHEND MARSHES RAMSAR

<b>Site Code</b>	UK11006
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/RIS/UK11006.pdf">https://jncc.gov.uk/jncc-assets/RIS/UK11006.pdf</a>
<b>Conservation Objectives</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Site Improvement Plan</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Supplementary advice</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Associated SSSIs</b>	Benfleet and Southend Marshes SSSI
<b>Site Overview</b>	This site is located on the north shore of the outer Thames Estuary, and covers an extensive area of saltmarsh, intertidal mudflats and shell banks, with associated supra-tidal grassland.
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- Crit. 5 - regularly supports 20,000 or more waterbirds</li> <li>- Crit. 6 - regularly supports 1% of the individuals in a population of one species/subspecies of waterbirds</li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	All site habitats
<b>Functional Land</b>	The SPA features are primarily associated with the mudflats and saltmarsh, although areas of grassland are used for foraging (particularly by Brent geese) and high-tide roosting. The presence of suitable low-lying grazing marsh along the outside of the site boundary also provides important supporting habitat for roosting.
<b>Condition, Pressures, Threats</b>	The majority of the site is in 'favourable' or 'unfavourable recovering' condition, with the latter generally being areas of saltmarsh that are under pressure from erosion. There are areas of saltmarsh near Canvey Island that are in 'unfavourable no change' condition due to coastal squeeze. The SIP indicates that the main pressures on the SPA features are coastal squeeze; general development; public disturbance; fisheries (particularly bait digging); and invasive species.

## BLACKWATER ESTUARY (MID-ESSEX COAST PHASE 4) SPA

<b>Site Code</b>	UK9009245
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009245.pdf">https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009245.pdf</a>
<b>Conservation Objectives</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/4888693533835264?category=6581547796791296">http://publications.naturalengland.org.uk/publication/4888693533835264?category=6581547796791296</a>
<b>Site Improvement Plan</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/4888693533835264?category=6581547796791296">http://publications.naturalengland.org.uk/publication/4888693533835264?category=6581547796791296</a>
<b>Supplementary advice</b>	Available at: <a href="https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9009245">https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9009245</a>
<b>Associated SSSIs</b>	Blackwater Estuary SSSI
<b>Site Overview</b>	<p>The Blackwater Estuary is the largest of the Essex Estuaries. The SPA includes extensive intertidal mudflats and the largest area of saltmarsh in Essex, as well as surrounding terrestrial habitats including grazing marsh, associated fleets and ditches, and semi-improved grassland. Shingle and shell banks and offshore islands are also a feature of the tidal flats. These areas provide a range of habitats for the site interest features. Much of the Blackwater saltmarsh is suffering erosion although in a number of locations managed realignment of the sea-defences is taking place, creating new estuarine habitat. The main breeding species (Little tern and Ringed plover) are associated with the shingle and shell banks and offshore islands, particularly (for Little tern) Mersea Island. The wintering species use all of the habitats at the site, particularly the saltmarsh (for roosting) and intertidal areas, although the associated grasslands are important foraging areas for Dark-bellied Brent geese. There is also some functional connectivity with other sites: Cormorants from the colony at Abberton Reservoir SPA take a large proportion of their food from here. The Golden plover population (recommended for inclusion as a feature by the SPA Review) is also thought to have functional connections with Abberton Reservoir SPA.</p>
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- <b>A059r: Common pochard <i>Aythya ferina</i></b></li> <li>- <b>A082w: Hen harrier <i>Circus cyaneus</i></b></li> <li>- <b>A137r: Ringed plover <i>Charadrius hiaticula</i></b></li> <li>- <b>A141w: Grey plover <i>Pluvialis squatarola</i></b></li> <li>- <b>A195r: Little tern <i>Sterna albifrons</i></b></li> <li>- <b>A616w: Black-tailed godwit <i>Limosa limosa islandica</i></b></li> <li>- <b>A672w: Dunlin <i>Calidris alpina alpina</i></b></li> </ul>

**BLACKWATER ESTUARY (MID-ESSEX COAST PHASE 4) SPA**

- A675w: Dark-bellied brent goose *Branta bernicla bernicla*
- WATR: Waterbird assemblage

**Other interest features (SAC typical species, SPA supporting habitats, etc.)** All site habitats

**Functional Land** The SPA features are primarily associated with the mudflats and saltmarsh, although areas of grassland are used for foraging (particularly by Brent geese) and high-tide roosting. The presence of suitable low-lying grazing marsh along the outside of the site boundary also provides important supporting habitat for roosting.

**Condition, Pressures, Threats** The majority of the site is in 'favourable' or 'unfavourable recovering' condition, with the latter generally being areas of saltmarsh that are under pressure from erosion. There are areas of grassland on Osea Island intended to provide foraging opportunities for Brent geese that are in 'unfavourable declining' condition due to inappropriate management (e.g. insufficient grazing). The SIP indicates that the main pressures on the SPA features are coastal squeeze; general development; public disturbance; fisheries (particularly bait digging); and invasive species.

## BLACKWATER ESTUARY (MID-ESSEX COAST PHASE 4) SPA

<b>Site Code</b>	UK11007
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/RIS/UK11007.pdf">https://jncc.gov.uk/jncc-assets/RIS/UK11007.pdf</a>
<b>Conservation Objectives</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Site Improvement Plan</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Supplementary advice</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Associated SSSIs</b>	Blackwater Estuary SSSI
<b>Site Overview</b>	<p>The Blackwater Estuary is the largest of the Essex Estuaries. The SPA includes extensive intertidal mudflats and the largest area of saltmarsh in Essex, as well as surrounding terrestrial habitats including grazing marsh, associated fleets and ditches, and semi-improved grassland. Shingle and shell banks and offshore islands are also a feature of the tidal flats. These areas provide a range of habitats for the site interest features. Much of the Blackwater saltmarsh is suffering erosion although in a number of locations managed realignment of the sea-defences is taking place, creating new estuarine habitat. The main breeding species (Little tern and Ringed plover) are associated with the shingle and shell banks and offshore islands, particularly (for Little tern) Mersea Island. The wintering species use all of the habitats at the site, particularly the saltmarsh (for roosting) and intertidal areas, although the associated grasslands are important foraging areas for Dark-bellied Brent geese. There is also some functional connectivity with other sites: Cormorants from the colony at Abberton Reservoir SPA take a large proportion of their food from here. The Golden plover population (recommended for inclusion as a feature by the SPA Review) is also thought to have functional connections with Abberton Reservoir SPA.</p>
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- Crit. 1 - sites containing representative, rare or unique wetland types</li> <li>- Crit. 2 - supports vulnerable, endangered, or critically endangered species or threatened eco. communities</li> <li>- Crit. 3 - supports populations of plant/animal species important for maintaining regional biodiversity</li> <li>- Crit. 5 - regularly supports 20,000 or more waterbirds</li> <li>- Crit. 6 - regularly supports 1% of the individuals in a population of one species/subspecies of waterbirds</li> </ul>

### BLACKWATER ESTUARY (MID-ESSEX COAST PHASE 4) SPA

**Other interest features (SAC typical species, SPA supporting habitats, etc.)**

The site meets Criteria 1 and 3 primarily due to the extensive saltmarsh communities that are present. The Criterion 2 features are the invertebrate fauna, primarily associated with the supra-tidal and terrestrial habitats (ditches and grazing marshes).

**Functional Land**

The bird features are primarily associated with the mudflats and saltmarsh, although areas of grassland are used for foraging (particularly by Brent geese) and high-tide roosting. The presence of suitable low-lying grazing marsh along the outside of the site boundary also provides important supporting habitat for roosting.

**Condition, Pressures, Threats**

As per SPA.

## CROUCH AND ROACH ESTUARIES (MID-ESSEX COAST PHASE 3) SPA

<b>Site Code</b>	UK9009244
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009244.pdf">https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009244.pdf</a>
<b>Conservation Objectives</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/5048504904843264?category=6581547796791296">http://publications.naturalengland.org.uk/publication/5048504904843264?category=6581547796791296</a>
<b>Site Improvement Plan</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/5048504904843264?category=6581547796791296">http://publications.naturalengland.org.uk/publication/5048504904843264?category=6581547796791296</a>
<b>Supplementary advice</b>	Available at: <a href="https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9009244">https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9009244</a>
<b>Associated SSSIs</b>	Crouch and Roach Estuaries SSSI, The Cliff, Burnham-On-Crouch SSSI
<b>Site Overview</b>	The Crouch and Roach Estuaries SPA covers a complex of salt marsh, grazing marsh and intertidal habitats that provide important feeding and roosting sites for large numbers of waders and waterfowl in winter, particularly Dark-bellied brent geese. Unlike the other local estuaries, the intertidal zones of the Crouch and Roach estuaries are relatively narrow and constrained by the sea walls, at least in their upper reaches. These intertidal areas remain important for the site interest features, however, and Dark-bellied brent geese also make extensive use of the adjacent saltmarsh and grazing marsh habitats; the areas of permanent, ley and rotational grassland included within the SPA are therefore essential for the conservation of this species' population. The site therefore includes a number of terrestrial areas used for roosting and foraging, including grassland within the Blue House Farm nature reserve (east of North Fambridge) and around Marsh Farm Country Park (south of South Woodham Ferrers).
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- <b>A675w: Dark-bellied brent goose <i>Branta bernicla bernicla</i></b></li> <li>- <b>WATR: Waterbird assemblage</b></li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	All site habitats.

### CROUCH AND ROACH ESTUARIES (MID-ESSEX COAST PHASE 3) SPA

**Functional Land**

The bird features are primarily associated with the mudflats and saltmarsh, although areas of grassland are used for foraging (particularly by Brent geese) and high-tide roosting. The presence of suitable low-lying grazing marsh along the outside of the site boundary also provides important supporting habitat for roosting.

**Condition, Pressures, Threats**

The majority of the site is in 'favourable' or 'unfavourable recovering' condition, with the latter generally being areas of saltmarsh that are under pressure from erosion. There are four small areas of grazing marsh in 'unfavourable no change' condition due to inappropriate management (e.g. insufficient grazing). The SIP indicates that the main pressures on the SPA features are coastal squeeze; general development; public disturbance; fisheries (particularly bait digging); and invasive species.

## CROUCH AND ROACH ESTUARIES (MID-ESSEX COAST PHASE 3) RAMSAR

<b>Site Code</b>	UK11058
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/RIS/UK11058.pdf">https://jncc.gov.uk/jncc-assets/RIS/UK11058.pdf</a>
<b>Conservation Objectives</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Site Improvement Plan</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Supplementary advice</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Associated SSSIs</b>	Crouch and Roach Estuaries SSSI, The Cliff, Burnham-On-Crouch SSSI
<b>Site Overview</b>	The Crouch and Roach Estuaries SPA covers a complex of salt marsh, grazing marsh and intertidal habitats that provide important feeding and roosting sites for large numbers of waders and waterfowl in winter, particularly Dark-bellied brent geese. Unlike the other local estuaries, the intertidal zones of the Crouch and Roach estuaries are relatively narrow and constrained by the sea walls, at least in their upper reaches. These intertidal areas remain important for the site interest features, however, and Dark-bellied brent geese also make extensive use of the adjacent saltmarsh and grazing marsh habitats; the areas of permanent, ley and rotational grassland included within the SPA are therefore essential for the conservation of this species' population. The site therefore includes a number of terrestrial areas used for roosting and foraging, including grassland within the Blue House Farm nature reserve (east of North Fambridge) and around Marsh Farm Country Park (south of South Woodham Ferrers).
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- Crit. 2 - supports vulnerable, endangered, or critically endangered species or threatened eco. communities</li> <li>- Crit. 5 - regularly supports 20,000 or more waterbirds</li> <li>- Crit. 6 - regularly supports 1% of the individuals in a population of one species/subspecies of waterbirds</li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	All site habitats. The Criterion 2 features are the rare, vulnerable or endangered species of plant and invertebrates, which are predominantly associated with the supra-tidal and terrestrial habitats.

### CROUCH AND ROACH ESTUARIES (MID-ESSEX COAST PHASE 3) RAMSAR

**Functional Land**

The bird features are primarily associated with the mudflats and saltmarsh, although areas of grassland are used for foraging (particularly by Brent geese) and high-tide roosting. The presence of suitable low-lying grazing marsh along the outside of the site boundary also provides important supporting habitat for roosting.

**Condition, Pressures, Threats**

The majority of the site is in 'favourable' or 'unfavourable recovering' condition, with the latter generally being areas of saltmarsh that are under pressure from erosion. There are four small areas of grazing marsh in 'unfavourable no change' condition due to inappropriate management (e.g. insufficient grazing). The SIP indicates that the main pressures on the SPA features are coastal squeeze; general development; public disturbance; fisheries (particularly bait digging); and invasive species.

<b>DENGIE (MID-ESSEX COAST PHASE 1) SPA</b>	
<b>Site Code</b>	UK9009242
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009242.pdf">https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009242.pdf</a>
<b>Conservation Objectives</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/4829082877427712?category=6581547796791296">http://publications.naturalengland.org.uk/publication/4829082877427712?category=6581547796791296</a>
<b>Site Improvement Plan</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/4829082877427712?category=6581547796791296">http://publications.naturalengland.org.uk/publication/4829082877427712?category=6581547796791296</a>
<b>Supplementary advice</b>	Available at: <a href="https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9009242">https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9009242</a>
<b>Associated SSSIs</b>	Dengie SSSI
<b>Site Overview</b>	Dengie SPA is a large and unusually (for Essex) remote area of tidal mudflat and saltmarsh at the eastern end of the Dengie peninsula, between the Blackwater and Crouch Estuaries. It covers extensive intertidal flats and the largest continuous area of saltmarsh in Essex, and provides substantial and important feeding and roosting habitats for wintering populations of wildfowl and waders.
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- <b>A082w: Hen harrier <i>Circus cyaneus</i></b></li> <li>- <b>A141w: Grey plover <i>Pluvialis squatarola</i></b></li> <li>- <b>A143w: Red knot <i>Calidris canutus</i></b></li> <li>- <b>A675w: Dark-bellied brent goose <i>Branta bernicla bernicla</i></b></li> <li>- <b>WATR: Waterbird assemblage</b></li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	All site habitats.
<b>Functional Land</b>	The bird features are primarily associated with the mudflats and saltmarsh, although areas of grassland are used for foraging (particularly by Brent geese) and high-tide roosting. The presence of suitable low-lying grazing marsh along the outside of the site boundary also provides important supporting habitat for roosting.

## DENGIE (MID-ESSEX COAST PHASE 1) SPA

### Condition, Pressures, Threats

The majority of the site is in 'favourable' or 'unfavourable recovering' condition, with the latter generally being areas of saltmarsh that are under pressure from erosion. The SIP indicates that the main pressures on the SPA features of the Essex Estuaries are coastal squeeze; general development; public disturbance; fisheries (particularly bait digging); and invasive species, although public disturbance is thought to be less significant here due to the site's relative isolation compared to the other estuarine areas.

<b>DENGIE (MID-ESSEX COAST PHASE 1) RAMSAR</b>	
<b>Site Code</b>	UK11018
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/RIS/UK11018.pdf">https://jncc.gov.uk/jncc-assets/RIS/UK11018.pdf</a>
<b>Conservation Objectives</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Site Improvement Plan</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Supplementary advice</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Associated SSSIs</b>	Dengie SSSI
<b>Site Overview</b>	Dengie is a large and unusually (for Essex) remote area of tidal mudflat and saltmarsh at the eastern end of the Dengie peninsula, between the Blackwater and Crouch Estuaries. It covers extensive intertidal flats and the largest continuous area of saltmarsh in Essex, and provides substantial and important feeding and roosting habitats for wintering populations of wildfowl and waders.
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- Crit. 1 - sites containing representative, rare or unique wetland types</li> <li>- Crit. 2 - supports vulnerable, endangered, or critically endangered species or threatened eco. communities</li> <li>- Crit. 3 - supports populations of plant/animal species important for maintaining regional biodiversity</li> <li>- Crit. 5 - regularly supports 20,000 or more waterbirds</li> <li>- Crit. 6 - regularly supports 1% of the individuals in a population of one species/subspecies of waterbirds</li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	All site habitats. The site meets Criteria 1 and 3 primarily due to the extensive saltmarsh communities that are present, with Criterion 2 being met by the assemblage of rare coastal flora.
<b>Functional Land</b>	The bird features are primarily associated with the mudflats and saltmarsh, although areas of grassland are used for foraging (particularly by Brent geese) and high-tide roosting. The presence of suitable low-lying grazing marsh along the outside of the site boundary also provides important supporting habitat for roosting.



## DENGIE (MID-ESSEX COAST PHASE 1) RAMSAR

Condition, Pressures,  
Threats

As per SPA.

<b>EPHING FOREST SAC</b>	
<b>Site Code</b>	UK0012720
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/SAC-N2K/UK0012720.pdf">https://jncc.gov.uk/jncc-assets/SAC-N2K/UK0012720.pdf</a>
<b>Conservation Objectives</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/5908284745711616?category=6581547796791296">http://publications.naturalengland.org.uk/publication/5908284745711616?category=6581547796791296</a>
<b>Site Improvement Plan</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/5908284745711616?category=6581547796791296">http://publications.naturalengland.org.uk/publication/5908284745711616?category=6581547796791296</a>
<b>Supplementary advice</b>	Available at: <a href="https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0012720.pdf">https://designatedsites.naturalengland.org.uk/TerrestrialAdvicePDFs/UK0012720.pdf</a>
<b>Associated SSSIs</b>	Epping Forest SSSI
<b>Site Overview</b>	Epping Forest is one of the few remaining large-scale examples of ancient wood-pasture in lowland Britain, and has retained habitats of high nature conservation value including ancient semi-natural woodland, old grassland plains and scattered wetland. The SAC covers a series of semi-natural woodland and grassland blocks between Wanstead in London (near the A12) and the M25 at Epping.
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- H4010: Northern Atlantic wet heaths with <i>Erica tetralix</i></li> <li>- H4030: European dry heaths</li> <li>- H9120: Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer (<i>Quercion roboretraeae</i> or <i>Ilici-Fagenion</i>)</li> <li>- S1083: Stag beetle <i>Lucanus cervus</i></li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	Typical species of the habitats are identified in the SACO; typically these are the representative NVC communities.
<b>Functional Land</b>	No specific areas of functional land are identified, although a permeable landscape of woodland blocks will support the integrity of the stag beetle population.

## EPPING FOREST SAC

### Condition, Pressures, Threats

The key pressures currently affecting the site (based on the SIP) are air pollution, management (undergrazing), and visitor pressure. All of the SSSI units where air pollution is identified as a key issue in an 'unfavourable' condition assessment are in the southern area of the Forest, between Chingford and Wanstead, rather than those areas near the M25.

<b>ESSEX ESTUARIES SAC</b>	
<b>Site Code</b>	UK0013690
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/SAC-N2K/UK0013690.pdf">https://jncc.gov.uk/jncc-assets/SAC-N2K/UK0013690.pdf</a>
<b>Conservation Objectives</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/4781199427895296?category=6581547796791296">http://publications.naturalengland.org.uk/publication/4781199427895296?category=6581547796791296</a>
<b>Site Improvement Plan</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/4781199427895296?category=6581547796791296">http://publications.naturalengland.org.uk/publication/4781199427895296?category=6581547796791296</a>
<b>Supplementary advice</b>	Available at: <a href="https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK0013690">https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK0013690</a>
<b>Associated SSSIs</b>	Blackwater Estuary SSSI; Colne Estuary SSSI; Crouch and Roach Estuaries SSSI; Dengie SSSI; Foulness SSSI
<b>Site Overview</b>	The Essex Estuaries SAC covers the major estuaries of the rivers Colne, Blackwater, Crouch and Roach and the associated intertidal and subtidal habitats. The dominant habitat components are therefore the estuaries themselves; extensive intertidal mud and sandflats with a range of sediments and biotopes; and a range of saltmarsh habitats at various successional stages, for which it is considered one of the best sites in the UK. The saltmarsh at the site is known to be generally eroding, due to sea level rise, and so realignment and habitat creation schemes associated with the Shoreline Management Plan and Regional Habitat Creation Programme are an important component of the drive to achieve favourable condition.
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- H1110: Sandbanks which are slightly covered by sea water all the time</li> <li>- H1130: Estuaries</li> <li>- H1140: Mudflats and sandflats not covered by seawater at low tide</li> <li>- H1310: <i>Salicornia</i> and other annuals colonizing mud and sand</li> <li>- H1320: <i>Spartina</i> swards (<i>Spartinion maritimae</i>)</li> <li>- H1330: Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>)</li> <li>- H1420: Mediterranean and thermo-Atlantic halophilous scrubs (<i>Sarcocornetea fruticosi</i>)</li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	<p>The 'supplementary advice' indicates that the 'typical species' of the site include:</p> <ul style="list-style-type: none"> <li>■ For the <i>Salicornia</i> and other annuals colonizing mud and sand feature: Flora: Sea Aster <i>Aster tripolium</i>, Common saltmarsh-grass <i>Puccinellia maritima</i>, Glasswort <i>Salicornia</i> species, Herbaceous seepweed <i>Sueada maritima</i>, Sea purslane <i>Halimione portulacoides</i>, Ephemeral salt-marsh vegetation with <i>Sagina maritima</i>.</li> </ul>

## ESSEX ESTUARIES SAC

- For the *Spartina* swards (*Spartinion maritimae*) feature: Flora: Small cordgrass *Spartina maritima*, Smooth cord grass *S. alterniflora* and *Arthrocnemum perenne*.
- For the Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) feature: Flora: Transitional low-marsh vegetation with *Puccinellia maritima* annual *Salicornia* species and *Suaeda maritima*; and *Eleocharis uniglumis* salt-marsh community.
- For the Mediterranean and thermo-Atlantic halophilous scrubs (*Sarcocornetea fruticosi*) feature: Flora: Shrubby sea-blite *Suaeda vera*, Chickenclaws *Sarcocornia perennis*, Sea lavender *Limonium* species and saltbush *Atriplex* species.

### Functional Land

No specific non-designated areas of land outside the site boundary are identified as being functionally important to the maintenance of site integrity, although the need to maintain or restore the connectivity of estuarine features to surrounding rivers, freshwater, marine and coastal habitats is noted.

### Condition, Pressures, Threats

The SSSIs units underpinning the SAC are predominantly in 'favourable' or 'unfavourable recovering' condition. Units in 'unfavourable no change' or 'unfavourable declining' condition are categorised as such primarily due to local land management issues (birds population declining). The SIP identifies several pressures and threats to site integrity, the following of which may be potentially influenced by the Local Plan:

- Coastal squeeze (rising sea levels);
- Public access/disturbance (land- and water-based activities);
- Fisheries: commercial marine and estuarine (commercial fishing activities and Bottom towed fishing gear);
- Planning permission: general;
- Changes in species distribution (decline in waterbird species may be due to climate change);
- Invasive species (Pacific oyster, American whelk tingle, Slipper limpet and *Spartina* sp.);
- Fisheries: recreational marine and estuarine (Recreational bait digging);
- Air pollution (atmospheric nitrogen deposition).

## FOULNESS (MID-ESSEX COAST PHASE 5) SPA

### Site Code

UK9009246

## FOULNESS (MID-ESSEX COAST PHASE 5) SPA

<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009246.pdf">https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9009246.pdf</a>
<b>Conservation Objectives</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/5131941422563328?category=6581547796791296">http://publications.naturalengland.org.uk/publication/5131941422563328?category=6581547796791296</a>
<b>Site Improvement Plan</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/5131941422563328?category=6581547796791296">http://publications.naturalengland.org.uk/publication/5131941422563328?category=6581547796791296</a>
<b>Supplementary advice</b>	Available at: <a href="https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9009246">https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9009246</a>
<b>Associated SSSIs</b>	Foulness SSSI

**Site Overview**

Foulness SPA covers a complex and extensive area of intertidal sand-silt flats, saltmarsh, shell banks, grazing marshes, grassland, islands and creeks. The flats are particularly important for wintering birds with the network of islands, creeks and grazing land providing sheltered feeding and roosting sites. Several of the breeding species (Little tern, Common tern, Sandwich tern, Ringed plover) are associated with the shingle and shell banks, particularly around Foulness Point and Maplin Sands, with Avocet also using the complex matrix of intertidal and supra-tidal habitats. These areas are also important high-tide roosts for birds from this SPA and from the Crouch, Roach and Thames estuaries. The site is owned by the Ministry of Defence and so access is partly restricted, which further increases its relative value in the area.

<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- <b>A082w: Hen harrier <i>Circus cyaneus</i></b></li> <li>- <b>A130w: Eurasian oystercatcher <i>Haematopus ostralegus</i></b></li> <li>- <b>A132w: Pied avocet <i>Recurvirostra avosetta</i></b></li> <li>- A132r: Pied avocet <i>Recurvirostra avosetta</i></li> <li>- <b>A137r: Ringed plover <i>Charadrius hiaticula</i></b></li> <li>- <b>A141w: Grey plover <i>Pluvialis squatarola</i></b></li> <li>- <b>A143w: Red knot <i>Calidris canutus</i></b></li> <li>- <b>A157w: Bar-tailed godwit <i>Limosa lapponica</i></b></li> <li>- <b>A162w: Common redshank <i>Tringa totanus</i></b></li> <li>- <b>A191r: Sandwich tern <i>Sterna sandvicensis</i></b></li> <li>- <b>A193r: Common tern <i>Sterna hirundo</i></b></li> <li>- <b>A195r: Little tern <i>Sterna albifrons</i></b></li> </ul>
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## FOULNESS (MID-ESSEX COAST PHASE 5) SPA

- A675w: Dark-bellied brent goose *Branta bernicla bernicla*
- WATR: Waterbird assemblage

### Other interest features (SAC typical species, SPA supporting habitats, etc.)

The supplementary advice documents indicate that the within-site supporting habitats for the qualifying features include: Atlantic salt meadows (*Glauco-Puccinellietalia maritima*), Freshwater and coastal grazing marsh, Intertidal coarse sediment, Intertidal mixed sediments, Intertidal mud, Intertidal sand and muddy sand, Intertidal seagrass beds, Mediterranean and thermo-Atlantic halophilous scrubs (*Sarcocornetea fruticosi*), *Salicornia* and other annuals colonising mud and sand, *Spartina* swards (*Spartinion maritima*), Subtidal seagrass beds, Intertidal biogenic reef: mussel beds, Intertidal stony reef, cockle banks

### Functional Land

With regard to ‘functional habitats’, specific areas of functional land are identified:

- Dark-bellied brent goose: Access to functionally-linked non-SPA grassland and agricultural land may be important.
- Hen harrier: for the species, the habitat to feed is grassland/grazing marsh, but is not within this site, so this feature is reliant on a mosaic of habitats including grazing marsh, grassland with scattered scrub, rough margins and saltmarsh available throughout the suite of SPAs that make up the Mid-Essex coastal sites and functionally-linked arable land.
- Ringed plover: Breeding ringed plover use shingle, pebble and cockle shell beaches/spits for breeding, and saltmarsh and intertidal areas for feeding. In this site, these habitats are located in close proximity and suitable habitat is also available for the feature to feed, nest and roost offsite within adjacent SPAs

### Condition, Pressures, Threats

The SSSIs units underpinning the SPA are in ‘favourable’, ‘unfavourable-recovering’, ‘unfavourable-no change’ and ‘unfavourable-declining’ condition. The SIP<sup>85</sup> identifies several pressures and threats to site integrity, the following of which may be potentially influenced by the Local Plan:

- Coastal squeeze (rising sea levels);
- Public access/disturbance (land- and water-based activities);

<sup>85</sup> [SIP150401FINALv1.0 Essex Estuaries \(2\).pdf](#)

### FOULNESS (MID-ESSEX COAST PHASE 5) SPA

- Fisheries: commercial marine and estuarine (commercial fishing activities and Bottom towed fishing gear);
- Planning permission: general;
- Changes in species distribution (decline in waterbird species may be due to climate change);
- Invasive species (Pacific oyster, American whelk tingle, Slipper limpet and *Spartina* sp.);
- Fisheries: recreational marine and estuarine (Recreational bait digging);
- Air pollution (atmospheric nitrogen deposition).

## FOULNESS (MID-ESSEX COAST PHASE 5) RAMSAR

<b>Site Code</b>	UK11026
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/RIS/UK11026.pdf">https://jncc.gov.uk/jncc-assets/RIS/UK11026.pdf</a>
<b>Conservation Objectives</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Site Improvement Plan</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Supplementary advice</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Associated SSSIs</b>	Foulness SSSI
<b>Site Overview</b>	This site is coincident with the Foulness SPA. The bird interest features of this site (Criteria 5 and 6) are essentially the same as for the Foulness SPA (see above). The site meets Criteria 1 and 3 primarily due to the extensive saltmarsh communities that are present. The Criterion 2 features are the invertebrate fauna, primarily associated with the supra-tidal and terrestrial habitats (ditches and grazing marshes). The main pressures on the Ramsar interest features will be the same as for the Essex Estuaries SAC and the Foulness SPA.
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- Crit. 1 - sites containing representative, rare or unique wetland types</li> <li>- Crit. 2 - supports vulnerable, endangered, or critically endangered species or threatened eco. communities</li> <li>- Crit. 3 - supports populations of plant/animal species important for maintaining regional biodiversity</li> <li>- Crit. 5 - regularly supports 20,000 or more waterbirds</li> <li>- Crit. 6 - regularly supports 1% of the individuals in a population of one species/subspecies of waterbirds</li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	The supplementary advice documents indicate that the within-site supporting habitats for the qualifying features include: Atlantic salt meadows ( <i>Glauco-Puccinellietalia maritimae</i> ), Freshwater and coastal grazing marsh, Intertidal coarse sediment, Intertidal mixed sediments, Intertidal mud, Intertidal sand and muddy sand, Intertidal seagrass beds, Mediterranean and thermo-Atlantic halophilous scrubs ( <i>Sarcocornetea fruticosi</i> ), <i>Salicornia</i> and other annuals colonising mud and sand, <i>Spartina</i> swards ( <i>Spartinion maritimae</i> ), Subtidal seagrass beds, Intertidal biogenic reef: mussel beds, Intertidal stony reef, cockle banks

## FOULNESS (MID-ESSEX COAST PHASE 5) RAMSAR

### Functional Land

With regard to ‘functional habitats’, specific areas of functional land are identified:

- Dark-bellied brent goose: Access to functionally-linked non-SPA grassland and agricultural land may be important.
- Hen harrier: for the species, the habitat to feed is grassland/grazing marsh, but is not within this site, so this feature is reliant on a mosaic of habitats including grazing marsh, grassland with scattered scrub, rough margins and saltmarsh available throughout the suite of SPAs that make up the Mid-Essex coastal sites and functionally-linked arable land.
- Ringed plover: Breeding ringed plover use shingle, pebble and cockle shell beaches/spits for breeding, and saltmarsh and intertidal areas for feeding. In this site, these habitats are located in close proximity and suitable habitat is also available for the feature to feed, nest and roost offsite within adjacent SPAs

### Condition, Pressures, Threats

The SSSIs units underpinning the SPA are in ‘favourable’, ‘unfavourable-recovering’, ‘unfavourable-no change’ and ‘unfavourable-declining’ condition. The SIP identifies several pressures and threats to site integrity, the following of which may be potentially influenced by the Local Plan:

- Coastal squeeze (rising sea levels);
- Public access/disturbance (land- and water-based activities);
- Fisheries: commercial marine and estuarine (commercial fishing activities and Bottom towed fishing gear);
- Planning permission: general;
- Changes in species distribution (decline in waterbird species may be due to climate change);
- Invasive species (Pacific oyster, American whelk tingle, Slipper limpet and *Spartina* sp.);
- Fisheries: recreational marine and estuarine (Recreational bait digging);
- Air pollution (atmospheric nitrogen deposition).

<b>OUTER THAMES ESTUARY SPA</b>	
<b>Site Code</b>	UK9020309
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9020309.pdf">https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9020309.pdf</a>
<b>Conservation Objectives</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/4927106139029504?category=6528471664689152">http://publications.naturalengland.org.uk/publication/4927106139029504?category=6528471664689152</a>
<b>Site Improvement Plan</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/4927106139029504?category=6528471664689152">http://publications.naturalengland.org.uk/publication/4927106139029504?category=6528471664689152</a>
<b>Supplementary advice</b>	Available at: <a href="https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9020309">https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9020309</a>
<b>Associated SSSIs</b>	Benfleet and Southend Marshes SSSI; Corton Cliffs SSSI; Crouch and Roach Estuaries SSSI; Dengie SSSI; Foulness SSSI; Great Yarmouth North Denes SSSI; Minsmere-Walberswick Heaths and Marshes SSSI; Pakefield to Easton Bavents SSSI; The Cliff, Burnham-On-Crouch SSSI
<b>Site Overview</b>	The Outer Thames Estuary SPA was initially designated for its wintering population of red-throated diver, but has been extended to include foraging areas used by breeding tern species associated with SPAs on the Norfolk and Essex coasts. These extensions include areas that may be affected by the CCC plan, specifically sections of the Crouch and Roach estuaries that are used for foraging by common terns from Foulness SPA. The Outer Thames Estuary SPA now covers all of the Roach estuary and the Crouch downstream of North Fambridge.
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- <b>A001w: Red-throated diver <i>Gavia stellata</i></b></li> <li>- <b>A193r: Common tern <i>Sterna hirundo</i></b></li> <li>- <b>A195r: Little tern <i>Sterna albifrons</i></b></li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	The supplementary advice documents indicate that the within-site supporting habitats for the qualifying features include: subtidal sand, subtidal coarse sediment, subtidal mixed sediments, subtidal mud, circalittoral rock and water column, shallow subtidal waters and on land, islands, beaches and inland bodies of freshwater.
<b>Functional Land</b>	No specific area of functional land are identified; however a permeable landscape and habitat linkages to facilitate movement of birds between the SPA and any off-site supporting habitat is considered critical to the breeding success and to adult fitness and survival.

## OUTER THAMES ESTUARY SPA

### Condition, Pressures, Threats

The SSSIs units underpinning the SPA are predominantly in 'favourable' or 'unfavourable recovering' condition. Units in 'unfavourable no change or 'unfavourable declining' condition are categorised as such primarily due to local land management issues (undergrazing of grasslands or water pollution). The pressures and threats typically relate to local land management issues that will not be influenced by the Local Plan.

## THAMES ESTUARY AND MARSHES SPA

<b>Site Code</b>	UK9012021
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9012021.pdf">https://jncc.gov.uk/jncc-assets/SPA-N2K/UK9012021.pdf</a>
<b>Conservation Objectives</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/4698344811134976?category=6581547796791296">http://publications.naturalengland.org.uk/publication/4698344811134976?category=6581547796791296</a>
<b>Site Improvement Plan</b>	Available at: <a href="http://publications.naturalengland.org.uk/publication/4698344811134976?category=6581547796791296">http://publications.naturalengland.org.uk/publication/4698344811134976?category=6581547796791296</a>
<b>Supplementary advice</b>	Available at: <a href="https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9012021">https://designatedsites.naturalengland.org.uk/Marine/MarineSiteDetail.aspx?SiteCode=UK9012021</a>
<b>Associated SSSIs</b>	Mucking Flats and Marshes SSSI, South Thames Estuary and Marshes SSSI
<b>Site Overview</b>	The majority of the Thames Estuary and Marshes SPA is located on the southern side of the Thames estuary. The site is dominated by extensive intertidal mudflats with fringing saltmarsh, with associated terrestrial habitats including grazing marsh; complex channels, fleets and ditches; and semi-improved grassland. A series of disused quarry pits have been transformed to create an extensive series of ponds and lakes at Cliffe Pools. These areas provide a variety of habitat types, which are important feeding and roosting sites for the large populations of bird species that use this site, including those during the spring and autumn migration periods.
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- <b>A082w: Hen harrier <i>Circus cyaneus</i></b></li> <li>- <b>A132w: Pied avocet <i>Recurvirostra avosetta</i></b></li> <li>- <b>A137c: Ringed plover <i>Charadrius hiaticula</i></b></li> <li>- <b>A141w: Grey plover <i>Pluvialis squatarola</i></b></li> <li>- <b>A143w: Red knot <i>Calidris canutus</i></b></li> <li>- <b>A162w: Common redshank <i>Tringa totanus</i></b></li> <li>- <b>A616w: Black-tailed godwit <i>Limosa limosa islandica</i></b></li> <li>- <b>A672w: Dunlin <i>Calidris alpina alpina</i></b></li> <li>- <b>WATR: Waterbird assemblage</b></li> </ul>

## THAMES ESTUARY AND MARSHES SPA

### Other interest features (SAC typical species, SPA supporting habitats, etc.)

The supplementary advice indicates that the within-site supporting habitats for the qualifying features are principally: coastal lagoons, coastal reedbeds, freshwater and coastal grazing marsh, intertidal mixed sediments, intertidal sand and muddy sand, *Salicornia* and other annuals colonising mud and sand, *Spartina* swards (*Spartinion maritimae*).

### Functional Land

Specific areas of functional land are identified for Black-tailed godwit (Holehaven Creek SSSI).

### Condition, Pressures, Threats

The SSSIs units underpinning the SPA and Ramsar are in ‘favourable’, ‘favourable-recovering’, ‘unfavourable-no change’ and ‘unfavourable-declining’ condition. The SIP identifies several pressures and threats to site integrity, the following of which may be potentially influenced by the Local Plan:

- Public access/disturbance (boating and watersports, walking and fishing);
- Air pollution (atmospheric nitrogen deposition).

## THAMES ESTUARY AND MARSHES RAMSAR

<b>Site Code</b>	UK11069
<b>Standard data form</b>	Available at: <a href="https://jncc.gov.uk/jncc-assets/RIS/UK11069.pdf">https://jncc.gov.uk/jncc-assets/RIS/UK11069.pdf</a>
<b>Conservation Objectives</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Site Improvement Plan</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Supplementary advice</b>	As per associated SAC / SPA, or underpinning SSSI(s)
<b>Associated SSSIs</b>	Mucking Flats and Marshes SSSI, South Thames Estuary and Marshes SSSI
<b>Site Overview</b>	This site is largely coincident with the Thames Estuary and Marshes SPA. The bird interest features of this site (Criteria 5 and 6) are essentially the same as for the Thames Estuary and Marshes SPA (see above). The site meets Criterion 2 principally though the rarer plants and invertebrates that are primarily associated with the supra-tidal and terrestrial habitats (ditches and grazing marshes).
<b>Qualifying Features / Ramsar criteria</b>	<ul style="list-style-type: none"> <li>- Crit. 2 - supports vulnerable, endangered, or critically endangered species or threatened eco. communities</li> <li>- Crit. 5 - regularly supports 20,000 or more waterbirds</li> <li>- Crit. 6 - regularly supports 1% of the individuals in a population of one species/subspecies of waterbirds</li> </ul>
<b>Other interest features (SAC typical species, SPA supporting habitats, etc.)</b>	The supplementary advice indicates that the within-site supporting habitats for the qualifying features are principally: coastal lagoons, coastal reedbeds, freshwater and coastal grazing marsh, intertidal mixed sediments, intertidal sand and muddy sand, <i>Salicornia</i> and other annuals colonising mud and sand, <i>Spartina</i> swards ( <i>Spartinion maritimae</i> ).
<b>Functional Land</b>	Specific areas of functional land are identified for Black-tailed godwit (Holehaven Creek SSSI).
<b>Condition, Pressures, Threats</b>	<p>The SSSIs units underpinning the SPA and Ramsar are in ‘favourable’, ‘favourable-recovering’, ‘unfavourable-no change’ and ‘unfavourable-declining’ condition. The SIP identifies several pressures and threats to site integrity, the following of which may be potentially influenced by the Local Plan:</p> <ul style="list-style-type: none"> <li>■ Public access/disturbance (boating and watersports, walking and fishing);</li> <li>■ Air pollution (atmospheric nitrogen deposition).</li> </ul>



# Appendix B

## SUMMARY OF INITIAL SCREENING OF DRAFT POLICIES



## APPENDIX B – POLICY REVIEW

### Key

	No effect or no LSE – policy will not or cannot affect any European sites and can therefore be screened out (subject to a brief review of the final policy prior to adoption).
	Policies with mitigating/moderating elements that do not have significant effects but which are relied on (at least in part) to ensure that significant or significant adverse effects from specific pathways do not occur; these are examined through AA.
	Policies that have potential pathways for effects that require examination through appropriate assessment; note, this does not imply such policies will have adverse effects or even (potentially) significant effects; rather it is an assessment flag.

Policy	HRA Summary	Notes
S1 Spatial Principles	No LSE	General statement of policy / General design / guidance criteria or policies that cannot lead to or trigger development.
S2 Addressing Climate Change and Flood Risk	No LSE*	Protective policy; no pathway for effects but contains mitigating elements that are examined through AA.
S3 Conserving and Enhancing the Historic Environment	No LSE	Protective policy; no pathway for effects.
S4 Conserving and Enhancing the Natural Environment	No LSE*	Protective policy; no pathway for effects but contains mitigating elements that are examined through AA.
S5 Protecting and Enhancing Community Assets	No LSE	General statement of policy / General design / guidance criteria or policies that cannot lead to or trigger development.
S6 Housing and Employment Requirements	Uncertain (i/c)	This policy underpins the growth intentions for the CCC area and therefore is linked to the consideration of possible in combination effects due to recreational pressure
S7 the Spatial Strategy	Uncertain (i/c)	This policy underpins the spatial distribution of growth; the principal aspect of potential conflict is the inclusion of South Woodham Ferrers in the top tier hierarchy, although this is arguably reasonable given that it is the main settlement area outside Chelmsford. This aspect is explored further.
S8 Delivering Economic Growth	No LSE	General statement of policy / General design / guidance criteria or policies that cannot lead to or trigger development.

Policy	HRA Summary	Notes
S9 Infrastructure Requirements	No LSE*	General statement of policy / General design / guidance criteria or policies that cannot lead to or trigger development but contains mitigating elements that are examined through AA.
S10 Securing Infrastructure and Impact Mitigation	No LSE*	General statement of policy / General design / guidance criteria or policies that cannot lead to or trigger development but contains mitigating elements that are examined through AA.
S11 The Role Of the Countryside	No LSE	Protective policy; no pathway for effects.
S12 Role Of City, Town and Neighbourhood Centres	No LSE	General statement of policy / General design / guidance criteria or policies that cannot lead to or trigger development.
S13 Monitoring and Review	No LSE	General statement of policy / General design / guidance criteria or policies that cannot lead to or trigger development.
SPA1 Broomfield Hospital Special Policy Area	No LSE	General statement of policy / aspiration; site is not linked to European sites
SPA2 Chelmsford City Racecourse Special Policy Area	No LSE	General statement of policy / aspiration; site is not linked to European sites
SPA3 Hanningfield Reservoir Special Policy Area	No LSE	General statement of policy / aspiration; reservoir is used by species that also use nearby European sites but the policy is safeguarding in this respect.
SPA4 Rhs Hyde Hall Gardens Special Policy Area	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
SPA5 Sandford Mill Special Policy Area	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
SPA6 Aru Writtle Special Policy Area	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM1 Size and Type Of Housing	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM2 Affordable Housing and Rural Exception Sites	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)

Policy	HRA Summary	Notes
DM3 Gypsy, Traveller and Travelling Showpeople Sites	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM4 Employment Areas and Rural Employment Areas	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM5 Designated Centres	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM6 New Development in the Green Belt	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM7 New Buildings and Structures in the Green Wedge	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM8 New Buildings and Structures in the Rural Area	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM9 Infilling in the Green Belt, Green Wedge and Rural Area	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM10 Change Of Use (Land and Buildings) and Engineering Operations	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM11 Extensions to Existing Buildings Within the Green Belt, Green Wedge and Rural Area	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM12 Rural and Agricultural Forestry Workers' Dwellings	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM13 Designated Heritage Assets	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM14 Non-Designated Heritage Assets	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM15 Archaeology	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)

Policy	HRA Summary	Notes
DM16 Protection and Promotion Of Ecology, Nature and Biodiversity	No LSE*	Protective policy; no pathway for effects but contains mitigating elements that are examined through AA.
DM17 Trees, Woodland and Landscape Features	No LSE	Protective policy; no pathway for effects.
DM18 Flooding/Suds	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM19 Renewable and Low Carbon Energy	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM20 Delivering Community Facilities	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM21 Protecting Community Facilities	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM22 Education Establishments	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM23 High Quality and Inclusive Design	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM24 Design and Place Shaping Principles in Major Developments	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM25 Sustainable Buildings	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM26 Design Specifications For Dwellings	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM27 Parking Standards	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM28 Tall Buildings	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)

<b>Policy</b>	<b>HRA Summary</b>	<b>Notes</b>
DM29 Protecting Living and Working Environments	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)
DM30 Contamination and Pollution	No LSE	General design / guidance criteria for allocation plot; low risk of 'in combination' effects (regional visitor pressure issues)

# Appendix C

## REVIEW OF PLANS AND PROGRAMMES





## APPENDIX C – REVIEW OF PLANS AND PROGRAMMES

**Table C-1 - Plans and programmes considered for potential ‘in combination’ effects with the Draft Canterbury District Local Plan**

Plan	Summary	Plan HRA conclusions*	Potential for i/c effects?	Notes / Assessment
Essex and Suffolk Water (2024) Emerging Water Resources Management Plan	The Essex and Suffolk Water WRMP demonstrates how in the medium to long new resources intend to be developed, leakage tackled and sensible water use promoted through metering and water efficiency campaigns. The long term strategy is to increase the robustness of the water resources network to climate change and reduce unsustainable abstractions.	No adverse effect.	No	ESW’s WRMP for the next 25 years explicitly accounts for any reductions in abstraction that are required to safeguard European sites (see <b>Section 3</b> ) and for the growth predicted by the Local Plan and other LPA local plans in its forecasting. Therefore, the future water resource requirements of Chelmsford are factored into the abstraction regime, such that they will not affect European sites (i.e. the growth provided for by the Local Plan is in line with predictions and will not increase water resources pressure on any European sites, alone or in combination).

Plan	Summary	Plan HRA conclusions*	Potential for i/c effects?	Notes / Assessment
Environment Agency (2015) River Basin Management Plan Anglian River Basin District	<p>The River Basin Management Plan contains the following objectives/targets for the Anglian River Basin District:</p> <p>By 2015, 16 per cent of surface waters (rivers, lakes, estuaries and coastal waters) in this river basin district are going to improve for at least one biological, chemical or physical element, measured as part of an assessment of good status according to the Water Framework Directive. This includes an improvement of 1,700 km of the river network in relation to fish, phosphate, specific pollutants and other elements.</p> <p>By 2015 19 per cent of surface waters will be at good ecological status/potential and 45 per cent of groundwater bodies will be at good status. In combination 20 per cent of all water bodies will be at good status by 2015.</p>	No significant effect	No	The plans will be complementary and the policies within both plans do not create a scenario where there is insufficient flexibility at the project stage to allow significant effects to be avoided.
Environment Agency (2010) Essex and South Suffolk Shoreline Management Plan 2	<p>Shoreline Management Plan provides a large-scale assessment of the risks associated with coastal evolution and presents a policy framework to address these risks to people and the developed, historic and natural environment in a sustainable manner. With regard to Chelmsford, the principal proposals are for a 'hold the line' approach around south Woodham Ferrers.</p>	No adverse effect on sites also exposed to effects of Local Plan.	No	None of the sites exposed to potentially significant changes as a result of the SMP will be directly affected by the Local Plan proposals / allocations so in combination risks are limited.

Plan	Summary	Plan HRA conclusions*	Potential for i/c effects?	Notes / Assessment
Essex Waste Local Plan (2017)		No adverse effect	No	The Local Plan is complementary and the policies within both plans do not create a scenario where specific developments cannot be delivered due to the risk of significant effects.
Joint Municipal Waste Management Strategy for Essex (2007-2032) (2008)	This Strategy sets out Essex’s approach to dealing with municipal waste up to 2032. It sets out a waste hierarchy which follows reduce, re-use, recycle, recover and dispose.	No significant effect	No	The Local Plan is complementary and the policies within both plans do not create a scenario where specific developments cannot be delivered due to the risk of significant effects.
Essex Minerals Local Plan (2014)	<p>The Local Plan will need to consider the ‘preferred sites’ identified within the Minerals Plan and the associated implications as part of the Plan preparation.</p> <p>The SA Framework should include objectives/guide questions which ensure the vision/objectives of the Minerals Plan are included and in physical terms the locations of the ‘preferred sites’ are taken into account as part of the assessment process.</p>	No significant effect	No	The Local Plan is complementary and the policies within both plans do not create a scenario where specific developments cannot be delivered due to the risk of significant effects.
Essex Local Flood Risk Management Strategy (2018)	This document establishes several ‘measures’ that underpin and govern how flooding will be managed and considered within the region, to improve the flood resilience of the Essex region.	No adverse effects	No	<p>The Local Plan is complementary and the policies within both plans do not create a scenario where specific developments cannot be delivered due to the risk of adverse effects</p> <p>The Local Plan contains appropriate controls to direct new development away from areas at risk of flooding and seek to reduce the risk of flooding overall.</p>

Plan	Summary	Plan HRA conclusions*	Potential for i/c effects?	Notes / Assessment
<p>Essex Transport Strategy; The Local Transport Plan for Essex (2011)</p>	<p>This is the third Local Transport Plan and has been produced to respond to the needs of the communities in Essex.</p> <p>The vision of the Plan is “for a transport strategy that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex”.</p>	<p>No significant effect</p>	<p>No</p>	<p>The Local Plan is complementary and the policies within both plans do not create a scenario where specific developments cannot be delivered due to the risk of significant effects.</p>
<p>Essex Transport Strategy; The Local Transport Plan for Essex (emerging)</p>	<p>ECC has commenced the development of a new fourth Local Transport Plan, LTP4, that will replace the current Essex Transport Strategy. This new LTP will be evidence-led and focussed upon the delivery of our wider outcomes, addressing both the important role transport plays in enabling the movement of people and goods and the impacts that transport has on the places where people live and our environment. LTP4 will be focussed on understanding the travel needs of people and businesses in Essex to raise awareness of the travel options people have and to enable more sustainable choices and journeys to be made.</p> <p>Essex County Council will develop LTP4 with our partners during 2024 and will consult widely before formally adopting LTP4 later in 2024.</p>	<p>Not available</p>	<p>No</p>	<p>The Local Plan is complementary and the policies within both plans do not create a scenario where specific developments cannot be delivered due to the risk of significant effects.</p>

Plan	Summary	Plan HRA conclusions*	Potential for i/c effects?	Notes / Assessment
<p>North Essex Catchment Flood Management Plan (2009)</p>	<p>The aim of the CFMP is to “understand the scale and extent of flooding now and in the future, and set policies for managing flood risk within the catchment”.</p> <p>The CFMP “should be used to inform planning and decision-making by key stakeholders” such as the Environment Agency, regional/local authorities, internal drainage boards, transportation planners, land owners/managers, the public and local businesses.</p> <p>The CFMP identifies the following objectives:</p> <ul style="list-style-type: none"> <li>■ Where possible, flood risk should be managed by storing water on the floodplain upstream of Chelmsford.</li> <li>■ Redevelopment of floodplain areas is an opportunity to increase their flood resilience.</li> <li>■ Flood awareness plans will be used to manage the consequences of flooding.</li> </ul>	<p>No adverse effect on sites also exposed to effects of Local Plan.</p>	<p>No</p>	<p>None of the sites exposed to potentially significant effects as a result of the Local Plan will be significantly affected by the CFMP so in combination risks are limited.</p>

Plan	Summary	Plan HRA conclusions*	Potential for i/c effects?	Notes / Assessment
Braintree District Council Site Allocations and Development Management Plan (2014)	<p>The pre submission site allocations plan shows the location of smaller non-strategic site allocations needed to meet the Council's Core Strategy required level of housing development up to 2026.</p> <p>The ADMP has reviewed existing employment sites in accordance with the NPPF requirements and identifies which employment sites in current or recent use, should be protected for employment uses, and which should instead be allocated for housing, retail or other purposes.</p>	No significant effect	No	Potential 'quantum of development' effects through recreational pressure and air quality impacts associated with traffic movements on some sites; see <b>Section 5</b> .
Braintree District Council Core Strategy (2011)	<p>The Core Strategy sets out strategic growth locations and the level of provision that should be made for future housing in each of the towns, key service villages and other villages in the District.</p> <p>The Core Strategy sets out the overall target for job provision in the District between 2001 and 2026, as well as identifying strategic employment allocations.</p> <p>The Core Strategy identifies broad areas of growth for town centre retailing and regeneration.</p>	No significant effect	No	Potential 'quantum of development' effects through recreational pressure and air quality impacts associated with traffic movements on some sites; see <b>Section 5</b> .

Plan	Summary	Plan HRA conclusions*	Potential for i/c effects?	Notes / Assessment
Braintree District Council (2021) Local Plan 2013-2033	<p>The following housing requirements per annum have been established by this plan:</p> <ul style="list-style-type: none"> <li>■ Braintree: 716</li> <li>■ Colchester: 920</li> <li>■ Tending: 550</li> </ul> <p>The total minimum housing requirements for the plan period 2013-2033:</p> <ul style="list-style-type: none"> <li>■ Braintree: 14,320</li> <li>■ Colchester: 18,400</li> <li>■ Tending: 11,000</li> <li>■ Total over the three areas: 43,720</li> </ul>	No adverse effect.	No	Potential 'quantum of development' effects through recreational pressure and air quality impacts associated with traffic movements on some sites; see <b>Section 5</b> .
Maldon District Council Local Development Plan 2014-2019 (2014)	<p>The LDP covers the whole of the Maldon District Council authority area. This equates to an area of 36,000 hectares which includes 70 miles of coastline.</p> <p>The settlements of Maldon, Heybridge and Burnham-on-Crouch are important drivers to the local economy. They collectively contribute approximately 18,000 jobs, which amounts to approximately two-thirds of all jobs in the District. Historically, Maldon's economy was based on agricultural production, coastal trade and manufacturing. However, in recent decades there has been a shift towards a mixed economy with an increased service sector.</p>	No significant effect	No	Potential 'quantum of development' effects through recreational pressure and air quality impacts associated with traffic movements on some sites; see <b>Section 5</b> .

Plan	Summary	Plan HRA conclusions*	Potential for i/c effects?	Notes / Assessment
Rochford District Council Core Strategy (2011)	The District of Rochford is situated within a peninsula between the Rivers Thames and Crouch, and is bounded to the east by the North Sea. The District has land boundaries with Basildon and Castle Point District and Southend-on-Sea Borough Councils. It also has marine boundaries with Maldon and Chelmsford Districts. The District has linkages to the M25 via the A127 and has a direct rail link to London.	No significant effect	No	Potential 'quantum of development' effects through recreational pressure and air quality impacts associated with traffic movements on some sites; see <b>Section 5</b> .
Rochford District Council Allocations Plan (2014)	The Core Strategy is the overarching planning policy document of the LDF, which sets out our main issues for the future and the policies which will shape the future development of the District. The Allocations Document sits below the Core Strategy in the LDF.	No significant effect	No	Potential 'quantum of development' effects through recreational pressure and air quality impacts associated with traffic movements on some sites; see <b>Section 5</b> .
North Essex LPAs Joint Issues and Options – Garden Communities	Joint Issues and Options report for potential garden communities (large-scale new developments) in Colchester, Braintree and Tendring. No allocations etc likely to interact with the Local Plan except through broader 'quantum of development' effects through recreational pressure on some sites, notably the Blackwater estuary.	TBC	No	Potential 'quantum of development' effects through recreational pressure; see <b>Section 5</b> .





Level 2  
100 Wharfside Street  
Birmingham  
B1 1RT

**wsp.com**

## **Review of the adopted Chelmsford Local Plan – Preferred Options Consultation Plan**

This report sets out the proposed consultation arrangements for the review of the adopted Local Plan Preferred Options Consultation Document. It covers the following areas:

- 1. Aims of the consultation**
- 2. How will we raise awareness of the consultation?**
- 3. Who are we going to consult?**
- 4. When and how will we consult?**
- 5. How people will be able to respond**

### **1. Aims of the consultation**

- 1.1 The Preferred Options consultation will proceed in line with the Council's Statement of Community Involvement (September 2020).
- 1.2 The aim of this consultation is to gain feedback and comments on the draft Preferred Options Local Plan including the preferred spatial strategy, preferred site allocations for the area up to 2041, and preferred policies. Consultation feedback will be used alongside the wider plan evidence base, discussions with key stakeholders and national policy to help the Council to prepare the final draft Local Plan (Pre-Submission version). This will help to ensure that the final Local Plan is relevant, addresses future development requirements and local priorities, and is beneficial to our local communities.
- 1.3 The Council will publish two consultation documents, the Preferred Option Local Plan and Preferred Option Integrated Impact Assessment (IIA).
- 1.4 Legislation sets out the minimum requirements for consulting the public and other relevant organisations and statutory bodies on a Local Plan. The Council will seek to go beyond these during this consultation.

### **2. How will we raise awareness of the consultation?**

- 2.1 The formal consultation will start in early May 2024 (actual date TBC).
- 2.2 The Council will also publish a number of documents to support the consultation, including:
  - A tracked change copy of the adopted Local Plan to show where changes are proposed
  - Summary leaflets of the Preferred Options Local Plan and IIA
  - Responses to Frequently Asked Questions (FAQs)

- ‘You Said We Did’ Feedback Report setting out the Council’s response/action to the main issues raised in the Issues and Options consultation
  - Topic Papers.
- 2.3 Posters/pop-ups banners will be placed in the Customer Service Centre in the Civic Centre and at other Council venues such as Leisure Centres. These will advertise the review of the Local Plan and outline how to get involved with the Preferred Options Consultation.
- 2.4 We will provide regular updates via the City Life web page to raise further awareness, and also publish social media posts.
- 2.5 The Council’s website contains information on how to register interest in Local Plan updates and receive alerts on future consultations, and how to use the Council’s planning policy consultation portal. It will also contain links to the Preferred Option document and the IIA.
- 2.6 Presentations to promote the consultation will be given, including a Parish/Town Councils Local Plan Forum and Developers Forum (dates TBC).

### **3. Who are we going to consult?**

- 3.1 The Council is required by legislation to consult certain bodies which it considers may have an interest in or be affected by the document. These bodies include Essex County Council, Neighbouring Councils, Parish and Town Councils, Utility Companies and government bodies such as National Highways, the Environment Agency and Natural England.
- 3.2 In addition to this the Council will also seek to ensure a wide range of other stakeholders and individuals have the opportunity to be involved in the consultation process.
- 3.3 These organisations include the Chelmsford Business Forum, Sport England, the Police, developers, landowners, planning professionals, local businesses, voluntary and community groups and the general public.
- 3.4 The consultation will reach a wide audience if all the bodies and organisations mentioned above are consulted. A large volume of comments and feedback is therefore expected to be received.
- 3.5 Those who have registered on the Council’s consultation database including those who made comments to the Issues and Options Local Plan in 2022 will automatically be notified of the consultation.

### **4. When and how will we consult?**

- 4.1 The Preferred Options consultation period will run for six weeks from early May to June 2024 (dates TBC).

- 4.2 The consultation documents will be available to view and comment on the Council's planning policy consultation portal. They will also be available to read during normal opening hours at the Council's Customer Service Centre in Chelmsford. In addition, electronic versions of the consultation documents will be available to view at some Parish/Town Council offices and local libraries.
- 4.3 Paper copies of the full consultation documents will also be available to purchase. For those who do not have access to a computer, paper response forms will be made available and a telephone number will be published for those requiring assistance. Summary leaflets will also be produced of the Preferred Options Consultation Document and Preferred Options IIA. These will be free of charge.
- 4.4 There will be a direct email/letter notification to all consultees registered on the Council's consultation database to advise them of the consultation dates and how to view and respond to the consultation. The database currently includes around 2,900 members of the public and specific and general consultation bodies. Information on the consultation will also be posted on the Council's website.
- 4.5 As part of on-going Duty to Co-operate responsibilities we will continue to discuss the review of the adopted Local Plan with neighbouring planning authorities and the prescribed bodies in accordance with our Duty to Co-operate Strategy 2022.
- 4.6 Meetings are intended to be undertaken during the consultation period with key partners and stakeholders such as Duty to Co-operate meetings with neighbouring Local Planning Authorities, Essex County Council and National Highways.
- 4.7 There will be various activities running throughout the consultation period which will allow key stakeholders and the general public to engage with the Preferred Options documents and give their feedback. Precise dates and confirmation of engagement activities are to be agreed, but the following are a list of activities intended to be carried out during the consultation period:
- Adverts in local publications
  - Articles in City Life and South Woodham Focus
  - Posters distributed to Parish/Town Councils, Chelmsford City Council main offices and facilities, and community facilities such as post offices, libraries, GP surgeries and sports centres
  - Information packs for Parish/Town Council to include standard text on the consultation for use in their newsletters/magazines and in social media posts
  - An interactive online exhibition available during the consultation period. This will include a virtual exhibition of the same display boards which will

be used at the in-person exhibitions and will provide links to the full consultation documents and planning policy consultation portal

- In person exhibitions, staffed by planning policy officers, will be held at the Civic Centre. It is intended to hold one of these near the beginning, and one near the end of the consultation period. Subject to availability, these are expected to run over a Thursday, Friday and Saturday. The exhibitions will provide an opportunity for members of the public and other interested parties to find out more and discuss the consultation with an Officer
- An unstaffed exhibition in High Chelmer Shopping Centre (if available) and in South Woodham Ferrers for some time during the consultation period
- Summary leaflets will be available to collect from all exhibitions
- Copies of the Preferred Options Local Plan summary leaflet handed out at Chelmsford and South Woodham Ferrers train stations
- Social media campaign on Council's Facebook page and X and to 'piggy-back' on other consultation events where appropriate
- Series of gov.delivery mailshots to over 13,000 recipients
- Information banner on emails from all Council staff
- Site notices placed in locations around the proposed new housing and employment sites in the Preferred Options Local Plan, and
- An animated Local Plan video produced for the Issues and Options consultation will also be available.

## **5. How will people be able to respond?**

- 5.1 Respondents will have a choice of ways to make their comments including answering questions in the consultation document on the portal, using a stand-alone online questionnaire on the portal or sending written comments in an e-mail or by post.