

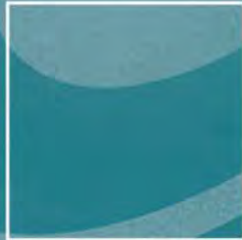
EX HS040

Chelmsford Borough Council

The Site Allocations Proposed Submission DPD

Sustainability Appraisal Report

21 October 2010



Entec

Creating the environment for business

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Document Revisions

No.	Details	Date
1	Draft Report	25 August 2010
2	Final Report	21 October 2010



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Chelmsford Borough Council

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21 October 2010

Entec UK Limited

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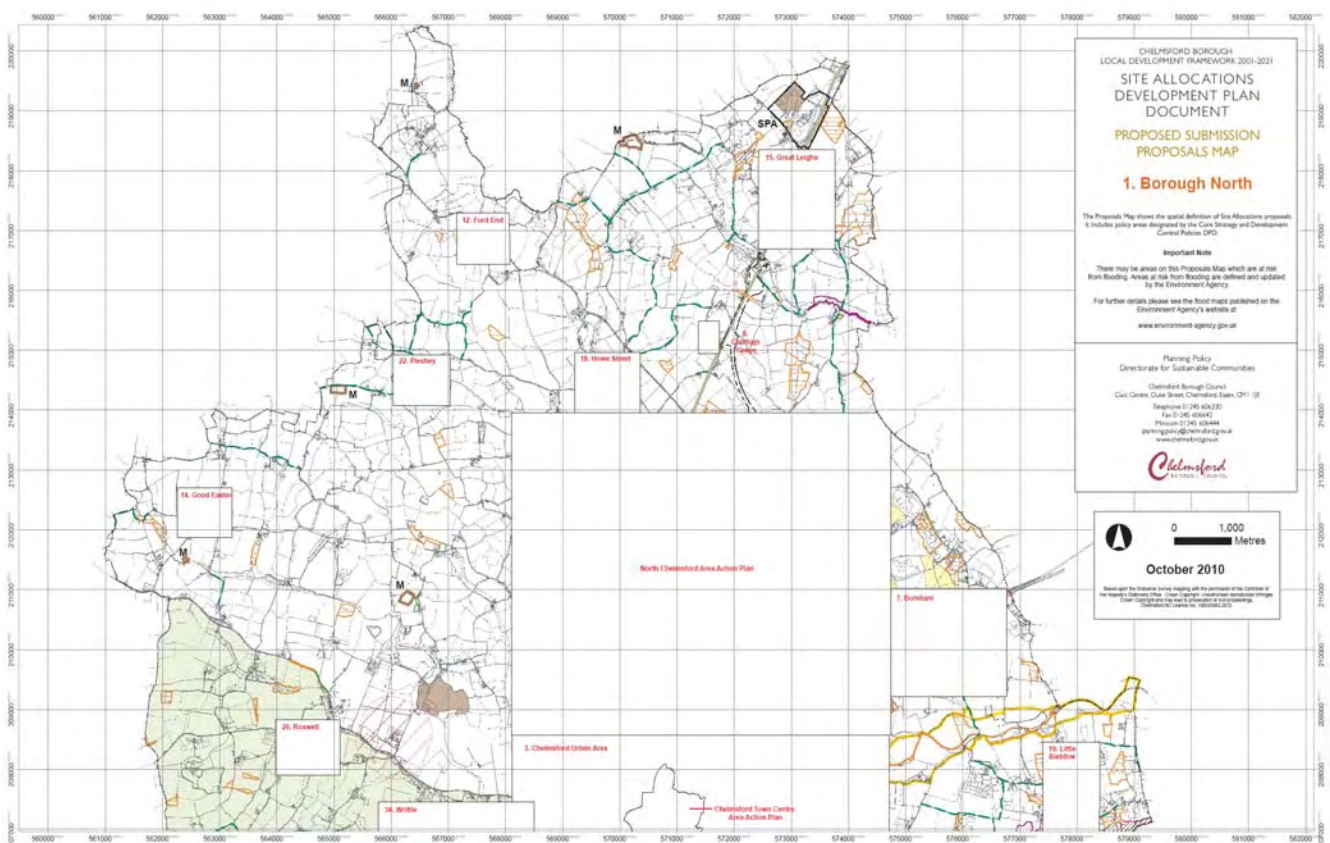


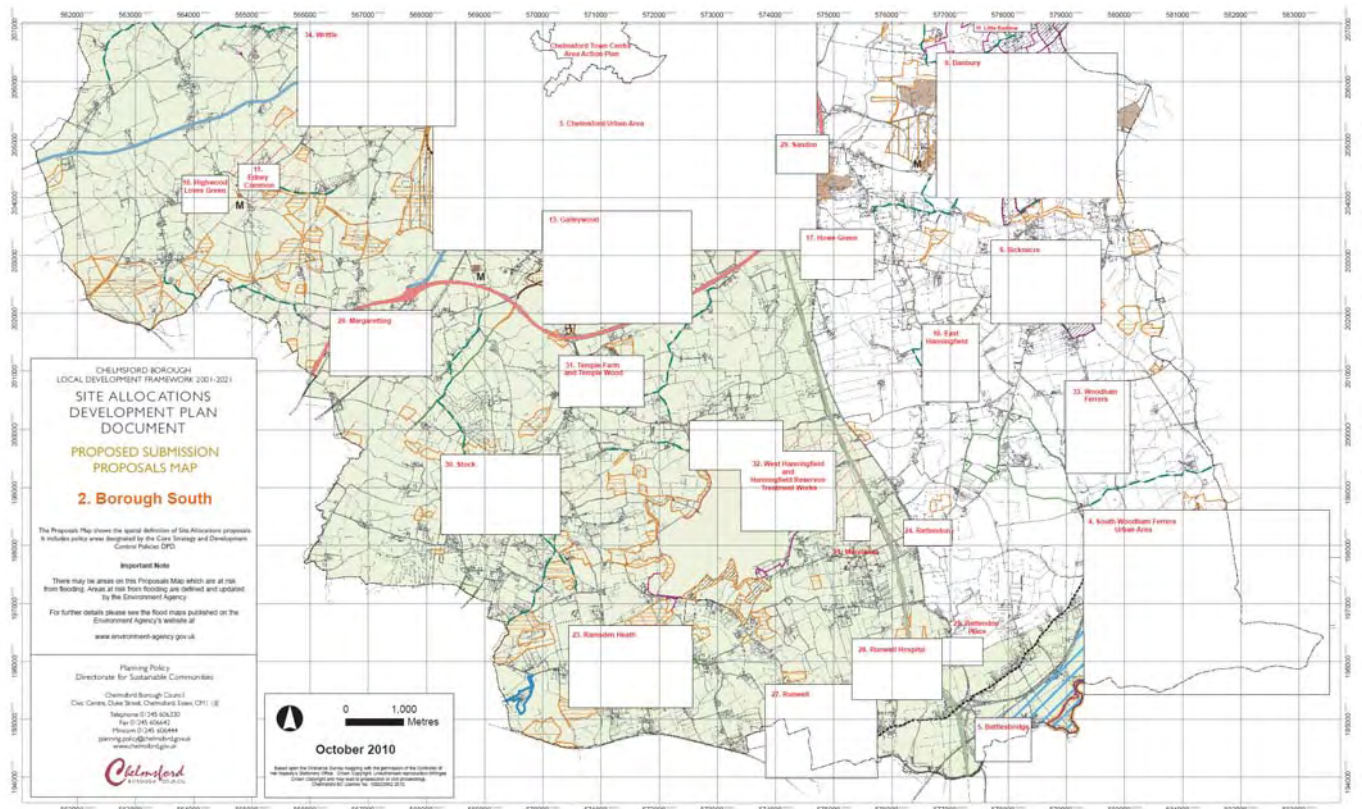
Non Technical Summary

This document is the non-technical summary of the Sustainability Appraisal (SA) of Chelmsford's Proposed Submission Site Allocations Development Plan Document (SADPD). This non-technical summary sets out the approach used to undertake the SA as well as the recommendations and conclusions emerging from the appraisal process. This report has been prepared by Entec UK Ltd in conjunction with Chelmsford Borough Council and follows the publishing of a Scoping Report and Sustainability Reports on the Council's Issues and Options and Potential Options for the Borough.

Why has a SA been undertaken for Chelmsford's Proposed Submission Site Allocations DPD?

The Council has prepared a draft planning framework for the allocation of development across major parts of the Borough but concentrating development within Chelmsford's main urban area, (excluding the town centre) and 25 of the surrounding villages.





This document is known as the Proposed Submission SADPD and its' purpose is to allocate sites for a range of uses to support the spatial vision and objectives of the Borough Council's Adopted Core Strategy. It identifies sites for development including housing, employment and transport infrastructure and it includes site designations which provide for environmental protection such as Local Nature Reserves, Conservation Areas and Open Space.

By undertaking a sustainability appraisal of the final site allocations, together with the other, discounted options, this SA report seeks to ensure that the principles of sustainability are embedded within the document such that opportunities to enhance positive performance and address negative performance are identified.

How was the DPD assessed for its contribution to sustainable development?

The Scoping Report prepared in June 2007 has assisted in the development and appraisal of the DPD. Additional baseline evidence has been outlined in this SA Report which is directly relevant to the plan area under consideration.

The Site Allocations included within the Proposed Submission DPD provide specific details on individual sites. For the purpose of the SA a full assessment against the Chelmsford SA objectives has been carried out against the document as a whole. The suitability of particular settlements to accommodate development together with the suitability of those allocations which seek to identify development (mainly residential) has also been assessed and



commentaries are provided within this document. It should be noted that the policy background against which all allocations are identified is provided within the Core Strategy and Development Control DPD policy documents. All policies within these documents were previously the subject of SA.

What is the current environmental condition of the Plan Area?

The Site Allocations Document considers sites within the whole of the Borough including Chelmsford's main urban area and 25 of the surrounding villages. The plan excludes Chelmsford Town Centre and North Chelmsford, which are dealt with via separate Area Action Plans (the CTCAAP and NCAAP). The plan also excludes allocating sites within South Woodham Ferrers which is in accordance with the Council's Adopted Core Strategy which did not allocate any strategic housing and/or employment requirements. South Woodham Ferrers has however been assessed within the report to determine its sustainability in general terms.

The following table summarises the key environmental conditions relevant to this area.

Topic	Baseline Environmental Conditions
Biodiversity	Within Chelmsford there are six sites of Special Scientific Interest (SSSI), one hundred and fifty Local Wildlife Sites (LWS) and two Local Nature Reserves (LNRs). There are over 1600 Local Wildlife Sites (LoWS) in Essex and these all play a fundamental role in the long term survival of wildlife.
Population	The 2008 mid-year population estimate for Chelmsford Borough was 167,100 people. The population of Chelmsford Borough has increased by 9,800 people since 2001. The population of Chelmsford increased by 19% between 1981-2008 with a growth of 7% between 1991-2008.
Human health	73.9% of Chelmsford's resident population is in good health with the percentage experiencing limiting long term illness below regional average.
Soil	In 2007/8 80% of dwellings completed in the Borough were located on previously developed land, which is a considerable increase from 2006/7 (65%) and well above the target of 60%.
Water	There are three main rivers, the Chelmer, Can and Wid, running through the Borough with the River Crouch forming the southern boundary. The River Chelmer in particular has a number of Local Wildlife Sites associated within its corridor while the River Crouch downstream of Battlesbridge is an SSSI and Special Protection Area. Smaller rivers such as the Ter and a variety of streams can provide important habitat for many fauna, including otter and water vole and have the potential to act as corridors linking other sites, particularly if there is appropriate bankside management as well as of the watercourse itself.
Air	Chelmsford's main area of air quality concern is focused on the Army and Navy Roundabout which serves as a junction to both the A1114 and the A138 Chelmer Road. Congestion is a major issue on all of the converging roads; this is most acute during peak period traffic.
Climate Factors	The East of England Climate Change Panel in their 2007 Report state that Chelmsford co2 emissions were at approx 7.5 tonnes per person in 2004 which is below the regional average of 8 tonnes.
Material Assets	In total, there was over 7,800 sqm of gross retail, office and leisure floorspace completed in the Borough in 2007/08.
Cultural heritage	The majority of Chelmsford town centre is covered by a number of separate conservation areas. There are also conservation areas on the urban fringe, areas within villages, all primarily based on historic centres including adjoining grounds, plus one conservation area which is mainly based on a historic canalised river and its adjacent river valley bottom setting.
Landscape	The landscape is characterised by the undulating countryside forming the Chelmer and Ter valleys. With an historic pattern of dispersed settlements and scattered pattern of irregular fields of various sizes exists across the area and there has been a low to moderate boundary loss, allowing the essence of the boundary pattern to survive.



What are the alternatives for the Borough?

The Site Allocations Issues and Options Document (August 2007) and subsequent Potential Options Document (October 2009) asked for representations from organisations and the public on the following major issues:

- The definition of precise policy boundaries for the Green Belt, proposed Green Wedges, the Coastal Protection Belt, Defined Settlements and Special Policy Areas;
- Specific site allocations for housing (including affordable housing) in the main urban areas of Chelmsford and South Woodham Ferrers and Key Defined Settlements;
- The identification of sites for specific local needs affordable housing in villages;
- The designation of Employment Areas;
- The designation of Neighbourhood Centres;
- The identification of sites for new community facilities, Park and Ride facilities and sites for Gypsies and Travellers.

The representations on all these topics and details on potential sites for development were considered by the Council and within the emerging SA. The final allocations chosen for submission to the Secretary of State and final consultation are outlined within the SADPD Proposed Submission Document issued in tandem with this SA.

What were the outcomes of the Sustainability Appraisal into the SADPD?

Overall Performance

The allocations which have been identified within the Plan are considered to be broadly sustainable, particularly those located within Chelmsford urban area. The proposed allocations are located within close proximity to good public transport linkages including a bus service and train station. Chelmsford has a wide range of facilities and amenities which will provide for the needs of new residents or employees within the town centre and the local neighbourhood centres. The majority of sites identified within the urban areas are brownfield and their development will have positive sustainable benefits when considered against objectives concerned with the protection of landscape, re-use of resources and protection of biodiversity habitat (in most cases). Overall close proximity to the main employment areas also ensures that residents can benefit from easy physical access to jobs and skills, including general educational needs.

With regards to the villages the sustainability performance is dependent on their location and access to public transport and facilities. As a result it tends to be the larger villages or those which are in close proximity to the main urban areas which perform as the best locations for development. These include Writtle, Boreham, Danbury, Galleywood, Stock, Runwell and South Woodham Ferrers. The smaller, more remote village on the whole tend to perform less well in their ability to accommodate development.



Development on the rural sites will require some mitigation measures in order to address certain negative impacts. These will include enhancement to public transport provision in certain villages together with design measures to reduce the impact of the built development together with the provision of new areas of landscaping where this is achievable (both mitigation measures are particularly relevant to the new employment site at Temple Farm and the significant proposed development at Runwell Hospital).

Economic Performance and a Sustainable Approach to Development

- There are significant positive economic impacts arising from the retention and possible creation of jobs and the promotion of economic development through the allocation of new employment sites (for example Temple Farm), formal identification of existing areas of employment (for example Banters Lane, Great Leighs) and the protection of existing employment areas (for example, Chelmsford Business Park);
- Positive locational impacts arise from actions that seek to reduce the need for the private car, promote walking and cycling and deliver accessible new services and facilities specifically as a result of the prevalence of sites in the urban area.

Environmental Performance

- The majority of housing development proposed within the urban areas and existing village boundaries is on brownfield land which is positive and in the most part will encourage the protection of landscape, re-use of resources and protection of biodiversity habitat;
- Protection of the river valleys through green wedge status will support the existing character of the urban area, biodiversity and adaptation to climate change (flooding);
- There are positive impacts upon the townscape of the urban area together with the preservation and enhancement of landscape features in the rural area, although site specific negative impacts to the landscape may occur in some villages as a result of development upon Greenfield sites (the amount of Greenfield sites allocated has been reduced considerably since the Potential Options stage);
- Chelmsford's urban area and some of the larger villages generally have good access to services and facilities and to a good public transport network this ensures that car usage will be minimised where possible which is positive in environmental terms;
- Where development is proposed in some of the more remote rural villages out-commuting will be required and there will be a reliance on car usage which will have some negative environmental effects.

Social Performance

- Positive impacts are identified through the delivery of affordable housing proposed mainly in the Borough's surrounding villages (the allocation of affordable housing sites has been reduced considerably from potential options stage from ten to two which reduces the significance against this objective);



- There are positive impacts upon the ability of residents to easily access a range of services and facilities particularly relevant to development proposed within Chelmsford and the larger villages;
- There may be negative impacts on the ability of residents to easily access services and facilities in the smaller, more remote rural villages.

Recommendations

The following recommendations are contained within the main report. The Council will submit the document to the Secretary of State which will be the subject of examination by an independent inspector.

- Local character should be preserved by retention of existing trees on development sites and protection should be provided to existing open spaces within sites which can have ecological and wider environmental benefits;
- Development allocation sites close to the AQMA must demonstrate that new development will not raise levels of existing traffic and thereby reduce air quality;
- Consideration of cross-urban bus links is necessary to ensure that new housing allocations can access the main centres of employment and education;
- Improving the public transport network to the rural villages should be considered further. Although most of the development proposed in or surrounding the villages is generally small scale out-commuting is likely to be required in most cases;
- The conservation areas within urban Chelmsford and the villages should be afforded special consideration and there should be an assurance that proposed developments are designed carefully so as not to adversely affect their historic character;
- Providing affordable housing within rural villages is positive, particularly in social terms. However, the sites allocated are all greenfield which does create a negative impact against the environmental sustainability criteria. Development should therefore be at relatively high density, to reduce land take and it should be supported by significant landscaping and open space provision;
- The provision of additional services and facilities at Temple Farm should potentially be considered as part of the employment allocation and further improvements could be provided to improve the local public transport network to access the site;
- Consultees have stated that there are potentially some impacts likely to affect the A12 and the local sewerage network which will be required to be upgraded to accommodate any new development. This will require careful phasing;
- A number of the sites lie within the Flood Plain therefore the Sequential Test of PPS 25 has to be applied and passed. If a site can pass the Sequential and Exception Tests then redevelopment would need to be supported by a Flood Risk Assessment (FRA) including appropriate mitigation measures;



- The HRA requires adequate mitigation for potential disturbance effects on European Sites resulting from development at certain sites due to their proximity (within 3 km);
- Development at Runwell Hospital of approximately 600 dwellings may have significant impacts on the small rural village of Runwell and the existing site has a number of buildings and trees which are of historic and environmental importance. In addition considerable infrastructural improvement will be required as part of any proposed development with better public transport linkages and provision of local amenities and facilities;
- The proposed site at St. John's Hospital is for approximately 300 dwellings which will have to consider similar recommendations to the Runwell Hospital site, however as it lies within Chelmsford's main urban area any potentially negative impacts may be less severe. Future occupiers of the site would be less dependant on the car and on out-commuting. The northern part of the site is designated as a Conservation Area where development restrictions will apply and it would be important to retain the character of the existing buildings as part of any proposed development.

How can I comment on the report?

This SA Report will be subject to a 6 week consultation period alongside the Proposed Submission SADPD.

How to comment:

- You are encouraged to comment online at <http://consult.chelmsford.gov.uk/>. This allows you to respond to any aspect of the document efficiently and accurately;
- Alternatively you can complete a consultation response form, which is available from the Planning Policy Team (contact details below);
- Representations can also be made by email to ldf@chelmsford.gov.uk or by post to SADPD Representations, Planning Policy, Directorate of Sustainable Communities, Chelmsford Borough Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE.





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1. Introduction

1.1 Background

Entec was appointed to undertake the Sustainability Appraisal (SA) for Chelmsford Borough Council's Site Allocations Proposed Submission Development Planning Document (DPD). The SA incorporates the requirements of the Strategic Environmental Assessment (SEA) Directive and has been undertaken in line with guidance issued by ODPM (2005) in *'Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents'*.

The SA assesses the environmental, social and economic performance of the Site Allocations Document (SADPD) against a set of sustainability objectives. These objectives are informed by national and local policy with particular reference made to the Regional Sustainable Development Framework, local sustainability issues and community and environmental strategies. The objectives are also informed European policy, e.g. The Brundtland Report¹ which sets out clearly that sustainable development means *"a better quality of life for everyone, now and for generations to come"*, and uses the popular international definition *"development which meets the needs of the present without compromising the ability of future generations to meet their own needs"*.

To provide consistency, the SA objectives are the same as those used in the assessment of the site allocations which were issued by the Council within the North Chelmsford Area Action Plan. The SA Report for this document has recently been completed (June 2010) and submitted to the Secretary of State for consideration.

The purpose of this report is to revisit the recommendations set out at Potential Options Stage in light of the changes made by the Council and to review the comments received from consultees. This SA provides a qualitative assessment of the SADPD's contribution towards the sustainability objectives and highlights any opportunities for performance improvement. The approach to the SA of the DPD is based on the methodology described in the Chelmsford Borough Council Scoping Report². This ensures a common framework is used to appraise all Local Development Documents (LDDs) produced by the Council.

Once adopted the DPD will provide detailed guidance on where development will take place and which Core Strategy policies apply to specific areas. The Core Strategy has itself been subject to a Sustainability Appraisal.

¹ Our Common Future (The Brundtland Report) - Report of the 1987 World Commission on Environment and Development.

² Chelmsford Borough Council (July 2007) Sustainability Appraisal Scoping Report for North Chelmsford Area Action Plan and Site Allocations DPDs.



1.2 The Contents and Objectives of the DPD

The purpose of the SADPD is to allocate land for a range of uses to support the spatial vision and objectives of the Borough Council's Adopted Core Strategy. It will include sites for development including housing, employment and transport infrastructure and site designations primarily for environmental protection including Local Nature Reserves, Conservation Areas and Open Space.

The Site Allocations Document will consider sites within the whole of the Borough, excluding Chelmsford Town Centre and North Chelmsford, which are dealt with via separate Area Action Plans (CTCAAP and NCAAP).

The previous Potential Options SA report assessed the likely impact of the Site Allocation DPD Issues and Potential Options against the sustainability objectives set out in the Sustainability Appraisal Scoping Report. That SA report assessed the Potential Options in the round but it also provided more detailed site specific comments within the commentary boxes against the identified Sustainability Objectives and Criteria.

The SA concluded that the allocations contained within the Potential Options SADPD were broadly sustainable, particularly those located within Chelmsford urban area. The proposed allocations were deemed to be located within close proximity to good public transport corridors which include bus services and a train station. It was recognised that Chelmsford has a wide range of facilities and amenities which would provide for the needs of new residents or employees within the town centre and the local neighbourhood centres. The sites identified within the urban areas were largely brownfield and this was considered to be positive when considered against objectives concerned with the protection of landscape, re-use of resources and protection of biodiversity habitat (in most cases). Overall close proximity to the main employment areas also ensures that residents could benefit from easy physical access to jobs and skills, including general educational needs.

With regards to the villages the sustainability performance was dependent on their location and access to public transport and facilities. As a result the SA report tended to favour to the larger villages or those which were in close proximity to the main urban areas which perform as the best locations for development. These included Writtle, Boreham, Danbury, Galleywood, Stock, Runwell and South Woodham Ferres. The smaller, more remote village on the whole tended to perform less well.

Development on the greenfield sites which had been identified for future affordable housing were considered to require mitigation in order to address certain negative impacts. These measures included enhancements to public transport provision in certain villages, high quality design to reduce the visual impact of the built development and the provision of new areas of landscaping where appropriate.

1.3 The Requirement for SEA/SA

The DPD will form part of the planning framework for Chelmsford Borough Council and must conform to set procedures, which include Sustainability Appraisal (SA) incorporating Strategic Environmental Appraisal (SEA).



1.4 Purpose of this SA Report

The purpose of the SA is to promote sustainable development through the integration of sustainability considerations into the preparation of the DPD, which sets out the detailed advice on the Site Allocation considered within the Borough. This SA Report has been issued for consultation alongside the Proposed Submission DPD.

The Scoping Report prepared in June 2007 has assisted in the development and appraisal of the DPD. Additional baseline evidence has been outlined in this SA Report which is directly relevant to the plan area under consideration.

The Site Allocations included within the Proposed Submission DPD provide specific details on individual sites. For the purpose of the SA a full assessment against the Chelmsford SA objectives has been carried out against the document as a whole. The suitability of particular settlements to accommodate development together with the suitability of those allocations which seek to identify development (mainly residential) have also been assessed and commentaries are provided within this document. It should be noted that the policy background against which all allocations are identified is provided within the Core Strategy and Development Control DPD.

The SA Report is structured into the following sections:

Section 1 Introduction

Provides a background to the SA process and the requirements of SA/SEA.

Section 2 Appraisal Stages

This section sets out the stages undertaken in the SA process.

Section 3 Plans, Baseline and Sustainability Objectives

This section sets out key baseline information for Chelmsford Borough Council as well as identifying and describing key sustainability issues and influencing plans and programmes.

Section 4 Sustainability Appraisals for the SADPD

This section summarises the performance of the document and individual site allocations against the SA Objectives.

Section 6 Conclusions

This section sets out the conclusions arising from the assessment.



How to Comment on the SA Report

This SA Report will be subject to a 6 week consultation period alongside the Proposed Submission SADPD.

How to comment:

- You are encouraged to comment online at <http://consult.chelmsford.gov.uk/>. This allows you to respond to any aspect of the document efficiently and accurately;
- Alternatively you can complete a consultation response form, which is available from the Planning Policy Team (contact details below);
- Representations can also be made by email to ldf@chelmsford.gov.uk or by post to SADPD Representations, Planning Policy, Directorate of Sustainable Communities, Chelmsford Borough Council, Civic Centre, Duke Street, Chelmsford, CM1 1JE.

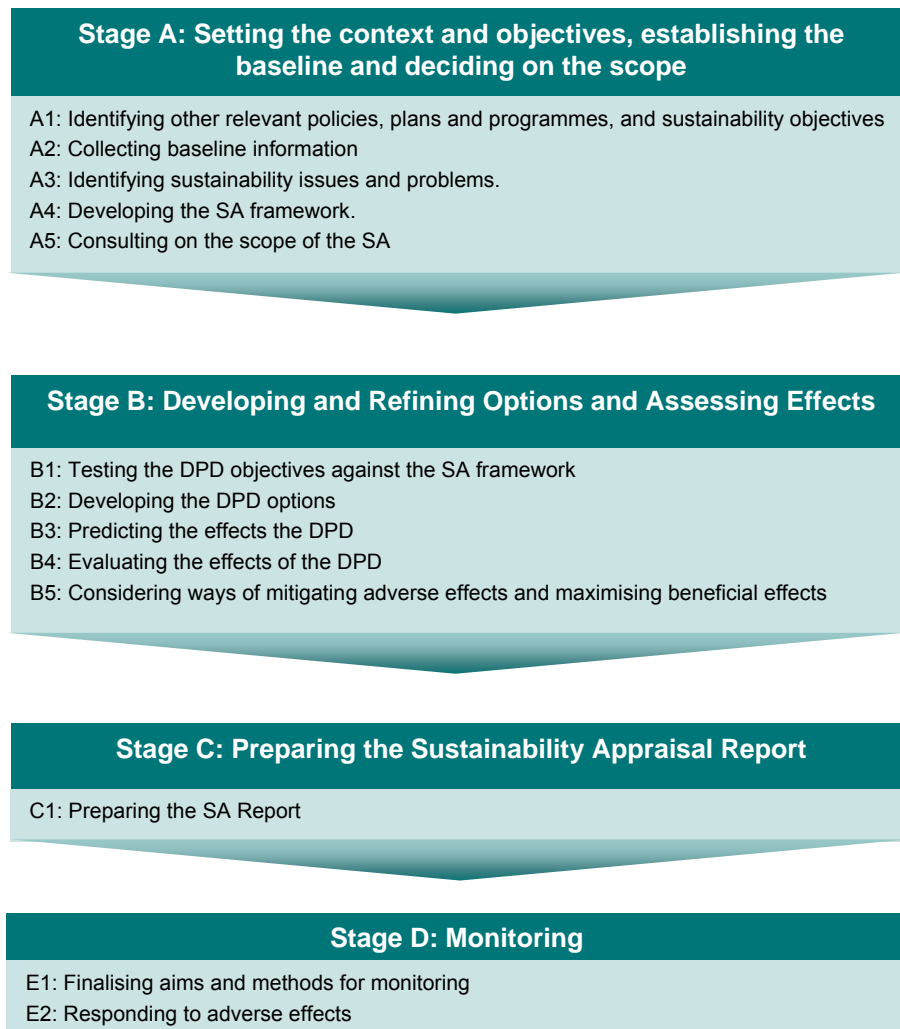


2. Appraisal Stages

2.1 Overview

The approach adopted for the assessment of the DPD has sought to meet both the requirements of Sustainability Appraisal and Strategic Environmental Assessment. An integrated SA and SEA process can be defined as ‘*an appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development*’. The stages involved in this process are outlined in Figure 2.1.

Figure 2.1 SA Stages (A to E, as identified in ODPM Guidance on SA)



2.2 When the SA was Undertaken and by Whom?

The production of the Scoping Report (Stage A, in Figure 2.1) was completed in June 2007 by Entec and issued by Chelmsford Borough Council. Stakeholders (including the Environment Agency, English Heritage and Natural England) were involved in developing the original SA objectives that have been used consistently throughout the SAs of the Chelmsford DPDs. The sustainability appraisal of the Site Allocations DPD Issues and Options (Stage B) was undertaken in July 2007 by Entec and the Potential Options SADPD was appraised in June to October 2009, (Stage B and C). Comments received from consultees on this document have been given due consideration in the production of this final, Proposed Submission SA Report. A summary of comments received is provided as an Appendix to this report.

2.3 Technical Difficulties

The SEA Directive requires the identification of any difficulties (such as technical deficiencies or lack of know-how) encountered. The technical difficulty identified is:

- The level of baseline information available for certain environmental aspects of the SADPD area, specifically more detailed profiles of the baseline characteristics of some of the villages included within the Borough.



3. Plans, Baseline and Sustainability Objectives

3.1 Introduction

This section introduces the sustainability objectives, the baseline data and the context in which the sustainability objectives were developed and presented within the Scoping Report for North Chelmsford Area Action Plan and Site Allocations DPDs.

A list of plans and programs is included in the Scoping Report and the main implications arising from a review of these plans for the SADPD, including its relationship with them is provided in Section 3.2. The baseline condition is summarised in Section 3.3 and the objectives and assessment criteria summarised in Section 3.4. Section 3.5 discusses the development of indicators to monitor significant sustainability effects.

3.2 Links to Other Plans, Programmes and Strategies

The purpose of reviewing plans and programmes as part of the SA is to ensure that the relationship with these other documents is fully explored and to ensure that the relevant environmental protection and sustainability objectives are taken on board through the SA. Reviewing plans and programmes can also provide appropriate information on the baseline for the SAD area and the key sustainability issues. It is also useful in identifying the relationship between the SAD and these other documents.

The review of plans, programmes and strategies as part of the preparation of the 2007 Scoping Report considered international, national, regional and local documents. To avoid unnecessary duplication this review has not been provided here but can be viewed online at:

www.chelmsford.gov.uk > planning and building control > planning policy > local development framework > LDF evidence base > Scoping Report Integrated Sustainability Appraisal/Strategic Environmental Assessment (Entec Ltd).

Or Filepath: <http://www.chelmsford.gov.uk/index.cfm?articleid=11017>

The following section identifies the main implications arising from the review.



3.2.1 Key Sustainability Issues - Implications for the Site Allocations DPD

Economic

Chelmsford includes a comparatively large number of small-medium firms although it has a low number of self-employed resident workers. The Borough's workforce is relatively well qualified with a small percentage of workers with no qualifications. However, it possesses fewer highly-skilled workers than certain other areas within Essex. Increasing the level of educational attainment of the local workforce may increase company productivity in Chelmsford.

Continued economic growth within the region and within the Borough remains a key objective. A number of recent strategies have been commissioned to look at the future prospects of the Borough. In May 2009 Oxford Economics concluded that the net increase in employment forecast for the Borough between 2006 and 2026 ranges from 9 900 (severe recession) to 11 000 (faster recovery) with 10 800 growth as baseline. The SQW Consulting Report stated that most of this growth is expected within business and professional services and health and social care. Modest growth is also forecast in education, construction, retailing, hotels and catering, transport and logistics whilst job losses are forecast for manufacturing and public administration.

The SQW Report concludes that the overall supply and demand relationships over the period of 2006 to 2026 are balanced between the rest of Chelmsford and the town centre. The town centre is potentially under-exploited with further potential for retail and leisure facilities.

Areas on the periphery of Chelmsford's urban area are deemed a good place for investment, offering an excellent location which will be further enhanced by the provision of a new station. Enhanced employment growth will only be achieved if infrastructure and public transport are improved in parallel. In addition, economic growth should be balanced, too much focus in a particular area can lead to over-reliance on an economic sector or it can prevent areas within the wider region from benefiting from growth. Furthermore there is a requirement to continue to promote appropriate economic growth in rural areas.

Relationship and Implications for the DPD

The Adopted Core Strategy provides for a new Employment Area to be identified in the SADPD at Temple Farm, West Hanningfield.

Economic growth should be concentrated within the urban areas of the Borough and through the SADPD there will be an opportunity to allocate sites which are in accessible locations well served by infrastructure, including public transport.

The Framework should adopt a jobs led approach to economic development, rather than the more traditional land-led approach. The skills of the Chelmsford workforce should be supported and encouragement should be given to the creation of jobs that match, or could further develop, those skills.



Social, Including Housing

The DPD should seek to support sustainable communities. PPS1 states that they should be inclusive, safe and crime free. Such communities should include for a range of housing, including affordable homes for key workers. The Regional Social Strategy seeks to tackle poverty and to reduce income inequalities. In addition to supporting the development of sustainable communities it seeks to promote improved accessibility to services and facilities for all groups of society through the promotion of new development in accessible locations, improved education and skills and the development of ICT networks.

The Urban Capacity Study provides objective advice to Chelmsford Borough Council on the housing potential within the urban areas of Chelmsford and South Woodham Ferrers and 8 of the Borough's Defined Settlements. This will produce a definitive estimate of urban capacity for the period 2004-2021 and assist the Council's decision-making in respect of housing allocations in preparing its Local Development Framework (LDF) for the period up to 2021.

The Regional Housing Strategy contains five strategic aims that include ensuring that everyone can live in a decent home at an affordable price. It also seeks to promote housing development to complement economic growth and recognises the positive influences that quality housing can bring to health and health equality.

The Updated Strategic Housing Market Assessment 2009 identifies a continuing reduction in the number of homes built, a decline in house prices and completions but a continuation in the problem of affordability.

Relationship and Implications for the DPD

The DPD should make use of land within the urban areas and within the settlement boundaries of the villages to provide sites for housing (brownfield sites where feasible).

The DPD should also recognise the need for affordable housing and for all new housing to be located in a planned way that supports economic growth and is of a sufficiently high standard to improve quality of life. The DPD should therefore consider opportunities to promote affordable housing development to a high standard and recognise through the government's localism agenda areas where affordable housing is needed.

When identifying new sites they should be located in areas which offer a range of facilities and public transport services. They should exclude sensitive or constrained locations and should protect areas of open space and of historical and environmental importance.

Environment

The impacts of climate change, as outlined within the Climate Change Strategy 2009 are likely to be severe. Changing weather patterns will effect the environment of the region and of the Borough of Chelmsford. Water will need to be used more efficiently, whilst the frequency of severe weather event, including flooding is likely to increase. In order to address the impacts of climate change the strategies that have been scoped contain a number



of objectives. These include the reduction in vehicle movements, and an increase in the use of public transport. Other strategies seek the promotion of energy efficiency and renewable energy generation along with a reduction in the instances of pollution. The 2009 Strategy sets out the objective to reduce carbon emission by 15% (over 2005 levels) by 2012.

‘Water Resources for the Future: A Strategy for the Anglian Region’ considers the impact on resources of different growth options. It concludes that when considering the location of the large amounts of new housing identified for the region, then this should be planned to ensure the efficient use of water resources, including improvements in water efficiency.

Climate change could affect the landscape of the region and Borough, and its biodiversity. Strategies, such as the Sustainable Farming and Food Strategy seek to mitigate against this by reducing the negative effects of food production, promoting the management of woodlands and increased tree planting (through the Regional Woodland Strategy) and improving the biodiversity by protecting and enhancing existing wildlife sites and habitats and protecting ancient, historic landscapes through improved approaches to management. PPS25 identifies flooding and flood risk as a major issue that must inform the siting of development.

The National Biodiversity Action Plan seeks to ensure that biodiversity is a natural consideration of policies and decisions, and in society as a whole. The Chelmsford Biodiversity Action Plan 2008-2012 identifies a number of key objectives, some of which have clear spatial implications. They include the identification of key wildlife corridors and the enhancement of biodiversity through the development of sustainable communities. The Strategy also seeks to protect and enhance key habitats including ponds and rivers, heathland, and acid grassland.

There has been a Landscape Character Assessment, an Historic Environment Categorisation Report and a Nature Conservation Review undertaken within the Borough. The latter document identifies environmentally sensitive sites and areas which should be protected from development. This should guide the DPD, steering development allocations away from these locally important areas.

The Assessment of Open Space, Sports and Recreation seeks to improve and enhance public open space within the Borough, particularly within the urban towns and villages.

Relationship and Implications for the DPD

The DPD should seek to reduce the amount of greenhouse gases generated through the reduction in vehicle movements and provide support of renewable energy generation. This could mean adapting and improving the existing transport network within the proposed area to encourage public transport usage within the Borough. Opportunities to support community heating systems and other forms of renewables could also be considered. When allocating sites for development, the potential for flooding due to climate change should be given consideration. It should be noted that within Flood Zone 3b, only Water Compatible and Essential Infrastructure will be appropriate, subject to the requirements of the Sequential Test and the Exception Test (where required)



being met. Built development within Flood Zone 3 will only be promoted if the social and economic considerations provide sufficient grounds for exemption.

3.3 Site Allocations DPD Baseline Conditions

The baseline conditions have been grouped against the environmental receptors which are identified within the SEA Directive. These include receptors such as material assets, population and human health which are considered to be sufficiently expansive to encompass the relevant socio-economic elements required for sustainability appraisal.

Biodiversity, Including Flora and Fauna

Within Chelmsford there are:

- Six Sites of Special Scientific Interest (SSSI);
- One hundred and fifty Local Wildlife Sites (LWS);
- Two Local Nature Reserves (LNRs).

There are over 1600 Local Wildlife Sites (LoWS) in Essex and these all play a fundamental role for the long term survival of wildlife.

One of the two Local Nature Reserves lies in the Chelmer Valley. The site was declared an LNR (Local Nature Reserve) in 2005. The site totals 21 ha and work to date has included woodland and grassland management, tree planting, and pond restoration. A Friends Group was established in 2006 to help look after the site.

The National Trust completed the main heathland restoration programme at Danbury Common in 2006 with a total of 2.25 ha being restored between 2002 and 2006. Attention is now focusing on ensuring the successful reestablishment of the lowland heathland.

There are a number of Core Areas of biodiversity and ecological importance within Chelmsford which include:

- Danbury/Little Baddow - a large concentration of heathland, woodland and grassland sites, many of which are already managed by conservation organizations;
- 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 that link to a core area identified by Basildon District Council;
- The River corridors - the rivers valleys running through the borough contain Local Wildlife Sites along their length and there might be opportunities to make better links;



- South Woodham Ferrers - the Crouch Estuary is part of a large SSSI (Site of Special Scientific Interest) and SPA (Special Protection Area) linking to sites in Maldon and Rochford Districts. These extend around three sides of the town;
- Green Wedges - the Green Wedges contain a number of Local Wildlife Sites as well as publicly owned land.

Population

The 2008 mid-year population estimate for Chelmsford Borough was 167 100 people. The population of Chelmsford Borough has increased by 9 800 people since 2001. The population of Chelmsford increased by 19% between 1981-2008 with a growth of 7% between 1991-2008. There was net out-migration from Chelmsford Borough to Braintree, Colchester, Maldon and Rochford between 1991 and 2001. There was net in-migration into Chelmsford Borough from London, Brentwood, Basildon, Epping Forest and Thurrock between 1991 and 2001. The percentage of people below the age of 45 decreased from 67.1% in 1981 to 59% in 2007.

The largest employment sectors in Chelmsford Borough are Public Administration, Education and Health (24 000 people employed within this sector), Distribution, Hotels & Restaurants (17 200), and Finance, IT, other business activities (14 600). The economic activity rate in Chelmsford Borough is 85.4%, which is higher than the East of England average of 81.4% and the national average of 78.7%.

The current economic downturn has had implications at local level between 2008-2010. It is a continuing trend that unemployment levels have risen and employment growth will be much lower than in the period since 2001.

Human Health

73.9% of Chelmsford's resident population is in good health with the percentage experiencing limiting long term illness below regional average.

The following indicators provide a profile of the state of health within the Borough:

- Levels of statutorily homeless households are low;
- Estimated smoking rates are low but still exceed 1 in 5 adults;
- The estimated level of obesity is low (nearly 1 in 5 adults);
- Both male and female life expectancy is higher than average, with deaths from smoking, circulatory disease and cancer being below average;
- Road injury and death rates are higher than average;
- There are low rates of benefit claimants for severe mental illness, and low hospital admission rates for alcohol;



- Rates of recorded diabetes are lower than average.

Soil

In 2007/8 80% of dwellings completed in the Borough were located on previously developed land, which is a considerable increase from 2006/7 (65%) and well above the target of 60%. This represents an increase from 9% in 2000/1. The best quality agricultural soil (Grade 2) generally lies to the north of the London to East Anglia railway line as it runs through the Borough with Grade 3 land lying to the south of this line.

Water

There are three main rivers, the Chelmer, Can and Wid, running through the Borough with the River Crouch forming the southern boundary. The River Chelmer in particular has a number of Local Wildlife Sites associated within its corridor while the River Crouch downstream of Battlesbridge is a SSSI and Special Protection Area. Smaller rivers such as the Ter and a variety of streams can provide important habitat for many fauna, including otter and water vole and have the potential to act as corridors linking other sites, particularly if there is appropriate bankside management as well as of the watercourse itself.

The Borough has 14 river quality monitoring sites all of which are compliant. All stretches of river within Chelmsford are either rated B (good) or C (fairly good) for river quality chemistry and biology.

Chelmsford, Little Waltham, Great Baddow and other rural villages within the Chelmer, Can and Wid catchments are susceptible to flooding. In the Chelmsford area, the flood defences upstream of the town centre are currently considered to provide protection to a 1 in 20 year standard. Downstream of the confluence of the River Can and Chelmer the standard of protection is considered as a 1 in 10 year standard on both banks. In areas at risk from tidal flooding in South Woodham Ferrers, residual risk of flooding (when defences are overtopped or breached) is identified as an issue in relation to both existing and future development.

Air

Chelmsford's main area of air quality concern is focused on the Army and Navy Roundabout which serves as a junction to both the A1114 and the A138 Chelmer Road. Congestion is a major issue on all of the converging roads; this is most acute during peak period traffic. The concentration of Nitrogen Dioxide (NO₂) in the area around the Army and Navy Roundabout was predicted to exceed Guideline Values. Passive monitoring in 2005 validated this, showing NO₂ values in excess of 50 µg/m³ within the area. This exceedence of the NO₂ Guideline Value resulted in Chelmsford Borough Council designating an area surrounding the Army and Navy Roundabout as an Air Quality Management Area (AQMA).



Climatic Factors

Climatic factors are increasingly influenced by climate change. Climate change is influenced by man's activities, particularly the emission of greenhouse gases. The East of England Climate Change Panel in their 2007 Report state that Chelmsford co2 emissions were at approx 7.5 tonnes per person in 2004 which is below the regional average of 8 tonnes.

With regard to an evolving baseline, annual mean temperature for the east of England is forecast to rise by between 1 and 1.5 degrees centigrade by 2020, increasing by up to 2.5 degrees by 2050. Sea level rises are also predicted to increase. Extremely warm days will become more frequent and much hotter. Heat waves will be more likely. The number of cold days will also decline.

In addition to rising temperatures annual rainfall is predicted to reduce by an average of 10% even though there will be more intense rainfall days in winter and spring. Modelling also predicts that intense summer storms may also increase. Seasonally, there is an increased likelihood of very dry summers and very wet winters. Soils will become drier overall, with soil moisture content declining by as much as 50% in some areas by the 2080s (under a high emissions scenario). Soil moisture content will actually increase marginally in winter, but this would be offset by significant reductions in summer and autumn.

Material Assets

Chelmsford urban area houses the main administrative, retail and employment uses which include Broomfield Hospital. The urban area is also a key recreational and cultural centre being the home of Essex County Cricket Club, museums and other cultural facilities.

The villages within the rest of Borough are serviced by a limited range of services and facilities and out-commuting will be required to the larger urban area of Chelmsford and South Woodham Ferrers in the south of the Borough which is second largest urban area within the Borough.

Borough-wide, in the fourth quarter of 2009, house prices they were £254 000 which is the fourth highest in Essex and above the County and regional average (£229k and £219k respectively). They are the same as the average prices recorded in the first quarter of 2008.

The 2007 Housing Market assessment identified 30,628 dwellings in the Borough as under-occupied. The majority are private owned with the greatest proportion found within north Chelmsford. Borough-wide, the social renting tenure contains the highest number of dwellings classed as 'over-crowded' at 4.1% of the social rented stock. The 2009 Strategic Housing Market Assessment Update recorded the significant down-turn in the numbers of properties coming to market and house prices as a result of current economic conditions.



Cultural Heritage

The majority of Chelmsford town centre is covered by a number of separate conservation areas. There are also conservation areas on the urban fringe, areas within villages, all primarily based on historic centres including adjoining grounds, plus one conservation area which is mainly based on a historic canalised river and its adjacent river valley bottom setting. The villages relevant to the SADPD which are covered by Conservation Areas are listed below (for full details on the Borough's Conservation Areas please use the following link: <http://www.chelmsford.gov.uk/index.cfm?articleid=9288>):

- Danbury;
- Pleshey;
- Sandon;
- Stock;
- Writtle;
- Roxwell;
- Good Easter;
- East Hanningfield;
- Margaretting.

Scheduled Ancient Monuments are some of the most important cultural heritage features in the Borough. They are nationally important archaeological features and are composed of buildings, earthworks and isolated structures. There are 19 Scheduled Ancient Monuments in the Borough. Villages with scheduled ancient monuments within or in close proximity to their boundaries are:

- Danbury (3);
- Good Easter;
- Great Leighs;
- Great Waltham;
- Margaretting;
- Pleshey;
- South Woodham Ferrers;



- Writtle;
- Woodham and Bicknacre.

The Borough also has a number listed buildings which are buildings, objects or structures that has been judged to be of national historical or architectural interest. They are included on a register called the "List of Buildings of Special Architectural or Historic Interest", drawn up by central government. Chelmsford and the surrounding villages have a number of listed buildings within their boundaries. The following link provides more details on individual settlements within the Borough. <http://www.chelmsford.gov.uk/index.cfm?articleid=9303>.

Chelmsford Borough'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 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.

Landscape

The following Landscape Character Types and Areas have been identified within Chelmsford Borough:

River Valley

- Upper Chelmer River Valley.

The River Chelmer and its valley stretches from the southern edge of the historic town of Thaxted with its tall church spire and wind mill, southwards to the point at which the river meets the urban edge of Chelmsford. It is a narrow valley within the surrounding gently undulating boulder clay plateau. There are several small tributary streams that form valley sides such as the Stebbing Brook that joins the River Chelmer north of Felsted.

- Lower Chelmer River Valley.

The lower reaches of the River Chelmer between Chelmsford and Maldon are open in character, with a wide floodplain and gently sloping valley sides. South of Langford the narrower meandering River Blackwater joins the wider more mature River Chelmer to flow towards Maldon. Medium to large scale arable and pastoral fields with a regular pattern dominate its length. Hedgerows with frequent hedgerow trees delineate their boundaries.

- Can and Wid River Valley.

This character area is situated adjacent to the western edge of Chelmsford and encompasses the confluence of the relatively shallow U-shaped valleys of the Can and Wid. The Can valley flows into the area through farmland plateau to the northwest, where the course of the river does not dominate the character of the landscape. As the river valley gently meanders into the fabric of Chelmsford urban area to the east, the character of the valley is more greatly influenced by human interaction as it flows through Admiral's Park, (than in its upper reaches). At this



point, diverse riverside vegetation and mature trees line the river (which is straightened in places). Immediately adjacent to the river, areas of open amenity grassland, dotted with single mature (predominantly deciduous) parkland trees contribute to designed character and sense of place.

Farmland Plateau

- Pleshey Farmland Plateau.

Pleshey Farmland Plateau is located south of Barnston near Great Dunmow where it stretches to the edge of Chelmsford. The area's eastern boundary along the A130 abuts the River Chelmer and its valley and to the west the boundary follows narrow country lanes from Barnston to west of Leaden Roding. The area is characterised by the extensive area of gently undulating farmland on the boulder clay plateau dissected by several small streams and their valleys. Irregular medium sized arable fields bound by hedgerows and ditches dominate the farmland.

- Felsted Farmland Plateau.

The Felsted Farmland Plateau extends from the A120 in the north to Black Notley in the east, Chatham Green in the south and Felsted in the west. The farmland is gently undulating with a patchwork of irregular medium to large fields. Their boundaries are enclosed by either thick but intermittent hedgerows, or just marked by grassy banks and ditches.

- Terling Farmland Plateau.

The farmland plateau surrounding Terling between the A12 and A131 is on rolling hills and valleys especially in the west. North east of Terling the farmland becomes flat and very open overlying deep well drained fine loams. The land is mainly arable with an irregular pattern of medium to large scale fields.

- Writtle Farmland Plateau.

Situated to the west of Chelmsford, this gently undulating area of glacial till plateau is dissected by a number of small brooks (including Newlands and Roxwell Brook) and overlooks the confluence of the Rivers Can and Wid to the east. Character is dominated by an irregular arrangement of predominantly arable fields, with smaller pasture fields and paddocks in close proximity to settlements. Medium sized arable fields are generally delineated by gappy hedges, which contain several single mature deciduous trees and also ditches. Other than Writtle (a large village in the east of the area, and Roxwell (a smaller hamlet to the north), settlement pattern consists of scattered farmsteads and hamlets, which are sprinkled across the landscape.

- Boreham Farmland Plateau.

Boreham Farmland Plateau is centred on Boreham and the A12 dual carriageway. The gently undulating landscape is fairly densely populated with the large settlements of Hatfield Peveral and Boreham and the scattered smaller villages and hamlets such as Nounsley. Farmsteads line the roads outside of the main settlements. To the east and north of Boreham there are several disused sand and gravel pits. The pits have predominantly been filled in with



water, the surrounding areas landscaped and trees have been planted. Some of these new lakes are used as fisheries and are surrounded by rough grassland and wire fences. Surrounding the settlements pastoral fields tend to be small to medium with their boundaries delineated by gappy and fragmented hedgerows with hedgerow trees. In the south west of the area are large open arable fields separated by banks and ditches providing extensive long distance views across the River Chelmer Valley.

Drained Estuarine Marsh

- Fambridge Drained Estuarine Marsh.

This character area is the hinterland of the marshes on the north shore of the narrow River Crouch. This drained marshland is now primarily arable, although extensive grazing is apparent near the sea wall. Gently rising from the marsh levels, the landform is gently rolling country indented by many creeks, with scattered blocks of trees, linear tree belts, scrub and formerly elm-dominated hedgerows around pastures. The narrow estuary penetrates far inland at Bridgemarsh Creek, Althorne Creek, Fenn Creek and Clementsgreen Creek. Drainage ditches and relic dykes accentuate the medium to large-scale field pattern, and sinuous ditches are visible near Bridgemarsh Creek.

Wooded Farmland

- Little Baddow and Danbury Wooded Farmland.

This character area encompasses a distinctive area of wooded hills to the east of Chelmsford. The relatively large linear villages of Little Baddow form a crossroads upon a very large, gently domed hill and connecting ridge. Within the settlements, a strong sense of enclosure is provided by extensive dense patches of deciduous and mixed woodland (e.g. Birch Wood, Pheasanthouse Wood, Spring Wood, Blake's Wood, Belhill Wood) within the surrounding landscape setting. These woodland patches are interspersed with an intricate, diverse and interesting mosaic of commons (e.g. Danbury, Woodham Walter and Lingwood) heathland (Little Baddow - containing several mature oak pollards) and pasture.

- Woodham Wooded Farmland.

This character area encompasses the gently undulating wooded hill and ridge landscape southwest of Maldon and south of Danbury. Part of the Danbury Hills, this ridge landscape runs above the Chelmer Valley and stretches south from Curling Tye Green to Cock Clark's. The southwestern portion of the area centres on Bicknacre (outside the district boundary), and extends across Hyde Chase to Rudley Street in the east. The distinctive landform of nearby Danbury, with its very large gently domed hill, is often visible on the horizon. A connecting ridge runs southwest from Danbury across this character area, and erosion has created some visually dramatic small rounded hills in the southeast, at Hazeleigh.

- Blackmore Wooded Farmland.



The character of this area of undulating farmland is dominated by a wide belt of medium to large-scale woodlands stretching from Fryerning Wood in the southwest to South Wood (on the fringes of Hylands Park) in the northeast. Patches of predominantly deciduous woodland are interspersed with an irregular arrangement of medium to large-scale fields. Smaller-scale pasture fields and pony paddocks are also dotted within the landscape, particularly within woodland clearings to the north of Fryerning.

- Heybridge Wooded Farmland.

Situated to the northeast of Brentwood urban area, this character area encompasses wooded farmland to the south of the B1002 road and railway corridor. The northern half of the character area surrounds the southern half of the valley of the River Wid. A mixture of medium to large-scale, predominantly arable fields, delineated with mature trees, rather than lower hedges, dominates the character of the area.

- South Hanningfield Wooded Farmland.

This character area is situated to the south of Chelmsford and north of Billericay and Wickford (to the south of the Study Area). Undulating arable wooded farmland (delineated by mature hedgerows with several hedgerow trees) covers the area. The area slopes (relatively steeply in places) downwards from north to south, affording spectacular views across the Thames valley in places. At the centre of the area, character is dominated by the vast expanse of Hanningfield reservoir. The large body of water is surrounded by a mixed woodland reserve (including Peninsula Wood, Well Wood, Chestnut Wood and Hawks Wood, a visitors centre and nature reserve) and contains diverse habitats for wildlife (especially wildfowl).

- East Hanningfield Wooded Farmland.

This character area encompasses gently rolling/ undulating wooded farmland to the north of South Woodham Ferrers and south of Chelmsford. Overall, the area slopes gradually downwards from north to south, towards the floor of the Crouch River valley. Predominantly large arable fields are delineated by very mature deciduous treed field boundaries, ditches and simple wooden post fences. In places, however, field boundaries are gappy with evidence of boundary loss. Pockets of pasture and pony paddocks are also dotted throughout the character area (for example surrounding Howe Green).

- Galleywood Wooded Farmland.

Situated directly to the south of Chelmsford, the western slopes of this area encompass the eastern valley sides of the River Wid. Topography gently undulates throughout the area, with views to higher land to the south (of the A12) and east (Danbury wooded hills). Settlement pattern is dominated by the large nucleated settlement - Galleywood, which is separated from the main built fabric within Chelmsford by a wide strip of small-scale fields, often with mature field boundaries. Occasional single farmsteads are also sprinkled within the area. An intricate and diverse arrangement of habitats (including woodland, lowland heath, open grassland, ponds, bog and common) surrounds Galleywood common, to the west of Galleywood.



Further details profiling the Landscape Character Areas can be referred to in the Chelmsford Landscape Character Assessment 2006:

http://www.chelmsford.gov.uk/media/pdf/4/k/Landscape_character_Landscape_Character.pdf

3.3.1 Evolution of the Baseline

Table 3.1 identifies how the baseline may evolve without the SADPD.

Table 3.1 SADPD - Baseline Evolution

Topic	Evolution
Biodiversity	Identified wildlife sites are unlikely to directly be affected by development due to statutory protection. Wider biodiversity continuing to suffer stress from development pressure and impacts of climate change.
Population	Economic downturn and slow recovery is likely to affect employment opportunities. Manufacturing jobs are likely to continue to decline. Wards suffering from relative deprivation are likely to remain the same. Same wards are likely to continue to suffer from higher levels of crime and require a greater remain at current levels and employment growth will be much lower than in the period since 2001.
Human health	Health standards within the Borough are likely to continue as before, remaining higher than regional averages.
Soil	Development upon brownfield land is likely to continue at similar rates given the Core Strategy emphasis upon the urban area. Soil moisture content is predicted to lessen as a result of climate change.
Water	Frequency of flood events is likely to increase as a result of climate change. Water supply is also likely to decrease as a result of warmer summers and greater demand.
Air	Vehicle emissions are likely to continue to impact upon air quality around the Borough. Likely increase in car usage within the rural villages if services and facilities continue to centralise.
Climate Factors	Average temperature will increase with rainfall reducing but with more extreme events.
Material Assets	Over-crowding in the social rented sector is also likely to remain as a result of relatively low rates of social housing build. Lack of affordable housing will continue to restrict household formation.
Cultural heritage	Archaeological heritage is likely to be protected whilst land remains un-developed. Boundary loss is set to continue to affect the quality of the historic landscape although the essence of the boundary network is likely to survive.
Landscape	Longer term landscape changes are predicted as a result climate change.

3.3.2 Key Sustainability Issues

There are a number of sustainability issues which are considered to relate directly to this DPD topic.



Table 3.2 Key Sustainability Issues for the SADPD

Key Sustainability Issues for SADPD	
A.	Continued economic growth within the Borough remains a key objective.
B.	Improvements in skills and education are required in order for the population to take advantage of new economic opportunities.
C.	Economic growth needs to be supported in rural areas to reduce the pressure for commuting.
D.	Improvements in infrastructure and public transport are required to facilitate new development.
E.	Chelmsford firms have the smallest average workforce and the least amount of self-employed resident workers within Essex, future economic growth is likely to include the self employed and SMEs.
F.	Chelmsford has the lowest percentage of people without qualifications within Essex and this should be maintained.
G.	There is a high proportion of out-commuting within the Borough which needs to be reversed.
H.	Chelmsford needs to tackle poverty and reduce inequalities across the Borough seeking to address areas of relative deprivation which exists primarily within the urban area.
I.	Improved accessibility to services and facilities for all groups of society is required.
J.	A range of housing is required which includes a proportion of affordable housing in order to respond to the needs of the resident population in line with the Government's new localism agenda and following the revocation of the East of England RSS.
K.	Future housing development requires accessibility to services and facilities.
L.	The threat of climate change has local implications for the Borough in terms of environmental, social and economic impacts.
M.	The Borough has suffered from flood events which covered large areas, including parts of Chelmsford and the village of Great Dunmow.
N.	More waste is landfilled in the East of England than within any other English region and waste minimisation and re-use should continue to be pursued.
O.	The southern part of the Borough that lies within the Northern Thames Basin Character Area may be experiencing changes to the landscape that are inconsistent with its character and opportunities to prevent this should be identified.
P.	The Borough has a high quality historic environment with a large number of listed buildings and conservation areas, these should be protected from inappropriate development.
Q.	The Borough has a high proportion of designated Green Belt to the south and west of Chelmsford with national and Core Strategy policy support.
R.	Renewable energy production within CBC is well below the national target of achieving 10% by 2010 and the regional target of 13%. This requires substantial improvement.
S.	House prices within the Borough remain higher than the England and Wales national average.
T.	Water is being abstracted at a rate that is not sustainable and which is consequently producing environmental problems.
U.	There are comparatively low levels of unemployment within the Borough and there is a fairly even split of males and females in full time employment.



3.4 Objectives and Appraisal Criteria

The SA objectives and “appraisal criteria” are components of a framework that will be used consistently to appraise the DPD, as well as other DPDs produced by the Council. These objectives define the long term aspirations for the Borough with regard to social, economic and environmental considerations. The performance of the DPD is assessed against these SA objectives and criteria.

The DPD has been appraised using the objectives identified in the Scoping Report. The framework consists of 8 SA objectives and “detailed appraisal criteria”. The SA Objectives are set out in Table 3.3 alongside the SEA Directive topics.

Table 3.3 SA Objectives and Key Questions

SA Objective	Key Questions/ Guidance	SEA Dir. Topic
1.To Achieve Sustainable Levels of Prosperity and Economic Growth.	<ul style="list-style-type: none"> a) Will it generate new and lasting full time jobs for the region in accessible locations? b) Will it encourage inward investment? c) Will it diversify the economy? d) Will it encourage innovation, especially entrepreneurial activity in disadvantaged areas? e) Will it increase manufacturing? f) Will it encourage the creation of new business start ups? g) Will it help support and encourage the growth of rural business? h) Will it result in people being better trained? i) Will it help to improve the average qualifications gained at age 19? j) Will it encourage the adoption by organisations of higher standards of environmental and social stewardship? 	Population and human health
2. To Deliver More Sustainable Patterns of Location of Development.	<ul style="list-style-type: none"> a) Will it encourage development on previously developed/ brownfield land and minimise the development of land with the most environmental, agricultural and amenity value? b) Will it help to reduce the number of vacant buildings and amount of derelict land? c) Will it help to reduce the distances people need to travel to work, particularly reducing the need to out-commute? d) Will it help to reduce reliance on the private car? e) Will it encourage more walking, cycling or travelling by bus or train? f) Will it help to reduce traffic congestion and improve road safety? g) Will it reduce freight movements and associated environmental impacts? h) Will it help to create a well designed, mixed use and exciting urban environment? i) Will it minimise the risk of flooding taking account of climate change and locating development away from areas of high flood risk? j) Will it provide additional leisure facilities, green spaces and improve access to existing facilities and the wider countryside including opportunities for people to come into contact with and appreciate wildlife and wild places (including woodlands and parks?) k) Will it provide a co-ordinated and enhanced public transport system with innovative developments (e.g. park and ride)? 	Climatic factors/air/ water/population and human health



Table 3.3 (continued) SA Objectives and Key Questions

SA Objective	Key Questions/ Guidance	SEA Dir. Topic
3. To Protect and Maintain our Most Vulnerable Assets such as Designated Habitats, Landscapes of Natural Beauty and our Historic Built Heritage and to Improve the Wider Environment by Adequate Investment and Management.	<ul style="list-style-type: none"> a) Will it help to reduce any sources of pollution? b) Will it protect existing and/or create new existing habitats/wildlife sites taking into account climate change (e.g. SSSIs, LNR and inter tidal habitats)? c) Will it help to protect and enhance biodiversity and/or encourage any species at risk? d) Will it protect and/or enhance buildings, areas and features of historical or cultural importance (e.g. listed buildings, conservation area, SAMs) ensuring settlements can absorb growth without damage to character? e) Does it respect and protect existing landscape character including the wider historic environment? f) Will it protect and create any new landscape features (woodlands, hedges, ponds)? g) Improve the water quality of rivers and groundwater supplies; maintain 'good' water quality whilst accommodating new development discharge? h) Achieve good air quality, especially in urban area? 	Biodiversity/flora and fauna/air/cultural heritage and landscape
4. To Reduce Greenhouse Gas Emissions.	<ul style="list-style-type: none"> a) Will it minimise the need for energy? b) Will it increase efficiency in the use of energy e.g. increased efficiency standards/better design/ improved construction techniques/choice of materials? c) Will it help to increase the share of energy generated from renewable sources? d) Will it help to reduce the need for car and road based freight transport? 	Climatic factors/Air
5. To Achieve a More Equitable Sharing of the Benefits of Prosperity across All Sectors of Society and Fairer Access to Services Focusing on Deprived Areas.	<ul style="list-style-type: none"> a) Will it help to reduce disparities in income levels? b) Will it help to provide more equal access to opportunities, services and facilities (e.g. sport, transport, education, culture, heritage and health)? c) Will it contribute towards any local regeneration initiatives including conservation-led regeneration or benefit any areas suffering from deprivation? d) Will it create opportunities for those currently out of work especially the long term unemployed and disabled? e) Will it encourage more access to decent and affordable housing including key worker housing? f) Will it encourage the provision of more locally based services and facilities (including social, cultural, leisure and sport)? g) Will it help to retain or promote rural services (e.g. shops, post offices and transport) focusing on existing villages? h) Will it help disabled people access services and facilities more easily? i) Will it help groups on lower incomes (e.g. pensioners, single parents)? j) Will it help children in lower income families? k) Will it help to reduce crime rates and people's fear of crime? l) Will it improve health and people's ability to engage in healthy activities? m) Will it improve mutual understanding of different ethnic and cultural groups? n) Will it encourage the development of social enterprises (e.g. credit unions, co-op operatives, farmers markets)? o) Will it encourage a wider community involvement in the design of their environment? p) Will it improve access to health and welfare services? q) Will it establish a cultural infrastructure in urban and rural areas and promote the cultural heritage of the Borough of regional significance in scale and quality? 	Population and human health/material assets



Table 3.3 (continued) SA Objectives and Key Questions

SA Objective	Key Questions/ Guidance	SEA Dir. Topic
6. To Use Natural Resources, both Finite and Renewable, as Efficiently as Possible, and Re-Use Finite Resources or Recycled Alternatives Wherever Possible.	a) Will it minimise the demand for raw materials and/ or encourage the use of raw materials from sustainable sources? b) Will it reduce the amount of water abstracted and/or use maintaining water security and limit consumption to sustainable levels? c) Will it encourage farming practices that are sensitive to the character of the countryside? d) Will it help reduce the amount of minerals extracted and imported into the region? e) Will it protect soils and soil quality?	Cultural heritage and landscape/water and soil
7. To Minimise Our Production of By-Products or Wastes, Aiming for 'Closed Systems' where Possible	a) Will it help to reduce the amount of waste generated e.g. through improved design, re-use of products? b) Will it encourage the recycling of waste? c) Will it increase the demand for recycled materials?	Climatic factors
8. To Revitalise Town Centres to Promote a Return to Sustainable Urban Living	a) Will it encourage more shops and better services in accessible town centre locations? b) Will it encourage more people to live in town centres at appropriate high densities? c) Will it help to reduce the level of noise? d) Will it help to encourage an increased feeling of community spirit?	Population and human health

3.5 Habitat Regulations Assessment

Under Article 6 of the Habitats Directive (92/43/EEC) in cases in which a plan or project is likely to have a significant impact on a protected site, the Directive states that there must be an “appropriate assessment of the implications for the site in view of its conservation objectives”. Under the terms of the Directive consent can only be granted for such a project if, as a result of the appropriate assessment either a) it is concluded that the integrity of the site will not be adversely affected, or b) where an adverse effect is anticipated, there is shown to be an absence of alternative solutions and imperative reasons of overriding public interest that the project should go ahead.

The SADPD Proposed Submission document has been assessed for its likely significant effect upon protected sites, the results of which are contained within a separate report.

3.6 Testing the Compatibility of the SA and DPD Objectives

It is important for the objectives of the DPD to be in accordance with sustainability principles. Guidance therefore recommends that the DPD Objectives be tested for compatibility with SA Objectives. The DPD contains a wide number of detailed, as opposed to strategic, objectives. These are provided under a number of topic headings. Appendix A presents the compatibility assessment of the objectives, grouped under each topic theme. Key comments and recommendations are provided at Appendix C also.



3.7 Developing Indicators for Monitoring

It is a requirement of the SEA Directive to establish how the significant sustainability effects of implementing the plan, programme or strategy will be monitored. However, as ODPM Guidance on Sustainability Appraisal of RSS and LDDs notes '*it is not necessary to monitor everything, or monitor an effect indefinitely. Instead monitoring needs to be focused on significant sustainability effects*'.

The Scoping Report identified a number of possible indicators that could be used for monitoring the sustainability impacts on Chelmsford Borough Council's LDF (i.e. not just the DPD). The list has been reviewed for its relevance to this DPD and a reduced set of indicators produced at Appendix B. In undertaking the review, the revocation of the East of England Plan has been given due consideration and the emphasis is now more targeted towards that information collected to inform the Council's Annual Monitoring Report.

3.8 Documenting the Monitored Data

The proposed monitoring arrangements will be confirmed in a statement following the adoption of the SADPD, which will also set out changes to the emerging SADPD in response to the SA and consultation process. The table below suggests a format for documenting how the monitoring process should be managed.

What Needs to be Monitored?	Indicator	Source of Information	Are There Any Gaps in Existing Information and How Can These be Resolved?	When Should Remedial Action be Taken?	What Remedial Action could be Taken?





4. Sustainability Appraisals for the SADPD

4.1 Introduction

The emerging SADPD has been the subject of several sustainability appraisals in order to identify the key economic, environmental and social impacts that may arise following its implementation. These have taken place at the Issues and Options and Potential Options stages. The resulting document consists of many potential sites for housing, employment, and transport infrastructure and site designations (primarily for environmental protection including Local Nature Reserves, Conservation Areas and open space). The approach has been to split the SA process into a number of stages. These are:

- The SA of the overall DPD document: - this approach allows the impacts of the document in its entirety to be considered and is informed by consideration of the individual site allocations (Appendix C for full appraisal);
- SAs of each of the individual settlements which will include a general assessment of the Sustainability values relevant to the area. There will be further more detailed comments provided on specific site designations falling within each settlement, including the UCS within the urban area where appropriate and as outlined on the Proposals Map. The report assesses the sustainability of the housing (including affordable), employment and special residential accommodation sites within each of the individual settlement appraisals.

The Appraisal has not included the following for the reasons stated below:

- Detailed individual assessments for all new development site allocations has not been undertaken because the principles which have directed their inclusion within the SADPD have been driven by the planning policies contained within the Core Strategy which has already been subject to the SA/SEA process;
- Individual assessments of existing land-use allocations, (e.g. existing schools) which reflect the status-quo. These individual allocations are considered unlikely to have any new, significant environmental effects.

4.2 Assessment of Options and the Reasons for selecting the Preferred (Proposed Submission) Option

The SADPD has evolved since the publication of the Issues and Options document in 2007. This initial document was the subject of a sustainability assessment which focussed upon the strategic implication of having an Allocations DPD or continuing with a 'do nothing' option.

The appraisal of the two options revealed that there was a clear case for the production of a DPD. The positive benefits of the DPD were considered to relate to promotion of various patterns of sustainable development,



reducing reliance upon the private car, protecting the boroughs valuable assets such as open countryside, historic heritage, landscapes of natural beauty and designated habitats from inappropriate development. It was concluded that the DPD would out guidance for specific sites or areas and without it that housing and employment development may not take place in the most appropriate locations.

Subsequent to the Issues and Options document, the Council produced a Potential Options Report in 2009. This was also the subject of SA and a number of alternative sites, and settlement boundaries were set out for consideration by the Council. A commentary on each was provided within the SA Report.

The Council, having taken into consideration consultation responses and the recommendations of the SA has finalised its intended site allocations within the Proposed Submission Document. A number of site allocations have been deleted with some new ones added. Those which have been removed have tended to be greenfield sites located either on the edge of the urban area, or defined village settlements,. In SA terms, these sites were often considered to create negative impacts on matters such as local character, visual appearance, loss of soils and would lead to a reduction in the amount of previously developed land otherwise taken forward for development. In addition a number of 'backland' sites have been removed. These sites often included one or more private gardens often containing mature trees. The Potential Options SA considered that their development would affect local character and visual amenity. Subsequently revisions to national planning policy have also advised that such development may be inappropriate.

Further consideration of the chosen and rejected options is contained within the following section.

4.3 Key SA Findings of Overall SADPD

The full SA assessment of the document is outlined in Appendix C to this report. The main conclusions and recommendations are outlined below.

When assessed against the sustainability objectives above, the overall SADPD Proposed Submission document performs well and promotes the principles of sustainable development within Chelmsford Borough. It is important to note that the full implications of its impacts against the established sustainability objectives will only become known following implementation of the document and monitoring. Key conclusions of this assessment are outlined below:



- The SADPD performs well against objective 1 for both the urban and rural areas as it proposes to allocate and expand the existing employment site at Great Baddow which is located at the edge of Chelmsford's main urban area and a similar allocation is proposed to retain the existing employment area at Great Leighs to north of the Borough. There will also be a new employment allocation at Temple Farm which is located to south of Chelmsford in a rural location. Each of the sites proposed will support the retention and creation of jobs throughout the Borough. The proposed submission document will have a significant impact on objective 2. The document aims to deliver more sustainable patterns of development, and support sustainable transport provision. The document proposes to allocate one site for new park and ride facilities at Wickford and an expanded cycleway and footpath network within Chelmsford linking to the countryside;
- The document proposes that new development should be focussed within the Borough's main urban area which has a positive impact upon the use of brownfield/previously developed land, vacant housing and accessibility. Indeed the revision of the Site Allocations has seen the removal of back land sites which is positive and of the twelve sites proposed within the Chelmsford's main urban area only three are located within greenfield land. However concentrating development within urban areas may have a detrimental impact upon air quality, noise, congestion, waste and water abstraction. It should be noted however that policies within the Core Strategy will seek to mitigate such negative impacts;
- The DPD has also been measured as having a potentially positive impact upon the provision of local needs affordable housing, however this has seen a reduction on allocated sites from ten to two as part of the proposed submission document. In sustainability terms this has a balanced outcome. The reduction in sites which are identified on greenfield is positive as they perform negatively against certain environmental objectives and criteria. However the provision of affordable housing does allow people on lower incomes the opportunity to access housing therefore the reduction in allocations does mean that the document does now not perform as positively against certain social SA objectives;
- The impact of the SADPD upon access to the wider countryside, protection of vulnerable assets such as designated habitats, landscapes of natural beauty and built heritage is generally positive. The document has undertaken a review of boundaries of Green Wedges, Country Parks and major open space and local boundary changes to the Green Belt which re-emphasises their importance and promotes their future protection. There is no direct reference within the document to the protection of the Conservation Areas within the Borough particularly within the villages and some of the future development proposals are located within the rural villages and lie in close proximity to these areas. In particular the St. Johns Hospital site allocation which lies within a Conservation Area and the Runwell Hospital site which consists of a number of listed buildings will require careful sensitive design principles to be incorporated into any development proposals to ensure their character is protected. Development will not necessarily detrimentally impact upon these providing the Council is convinced that it will either preserve or enhance the setting. Core Strategy and Development Control policies will need to be rigorously enforced;
- There is no clear relationship between the document and objective 4: the reduction of greenhouse gases. The site allocations document is unlikely to directly impact upon energy need or the efficient use of energy although it can influence patterns and modes of transport in the location of development sites which it selects. The document could also allocate sites for the generation of renewable energy where these are technically and environmentally feasible;



- With regard to Objective 5 the finalised proposed submission document does not perform quite as strongly as the potential options document. This is mainly down the reduction of affordable dwellings from ten sites to two (this does, however, have a positive impact against the environmental objectives as outlined above). The SADPD Proposed Submission does however allocate a new strategic area of countryside and recreational use at Bulls Lodge Quarry, Boreham and a Destination Garden of National and Regional Significance at Hyde Hall, Rettendon which promotes healthy living and it more broadly protects and enhances the existing County Parks and areas of open space;
- Preserving and enhancing existing neighbourhood centres is positive as the proposed submission document promotes development within the rural villages of Bicknacre, Boreham, Danbury, Galleywood, Ramsden Heath, Stock and Writtle. In addition, the large scale housing developments at Runwell and the employment site at Temple Farm have the potential to support new rural services;
- The SADPD is fairly neutral against objective 8 which is primarily concerned with the town centre. This is because the town centre is the subject of a separate DPD. However, the development of 12 sites within Chelmsford's main urban area St. John's Hospital site will increase the catchment size of town centre shops and facilities, potentially supporting their viability.

4.4 SA of Chelmsford's Settlements and Relationship to SADPD

4.4.1 Introduction

The SA of the settlements was previously set out within the Potential Options SA report. It is undertaken for Chelmsford's main urban area firstly followed by the village settlements running from north to south.

4.4.2 Chelmsford Urban Area

Settlement Profile

Chelmsford urban area forms the main centre of population within the Borough, and the wider county of Essex. It houses the main administrative, retail and employment uses which include Broomfield Hospital. The urban area is also a key recreational and cultural centre being the home of Essex County Cricket Club, museums and other cultural facilities. The town centre is the most readily accessible location within the urban area. Major bus routes concentrate upon the new bus station whilst the nearby train station provides frequent services north-east into East Anglia, and south west to London. Bus services do serve the wider urban area providing links into the town centre and outwards to other towns within the county, in addition to local villages. Existing park and ride sites provide access to the town centre.

The character of the urban area is defined to a certain extent by the river valleys, the Chelmer and Can which run through it and which provide significant areas of greenspace which serve to sub-divide some of the main neighbourhoods.



Economically the town 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. A buoyant economy has led to a growth in retail floorspace, particularly comparison goods together with a strong demand for housing. With this in mind the Core Strategy identified a housing target for the urban areas of Chelmsford and key villages of 700 dwellings per annum between 2001 and 2021.

The SADPD applies to those parts of the urban area which lie outside of the town centre and the northern neighbourhoods of Springfield and Melbourne Park. These are considered within the CTCAAP and NCAAP respectively. The SADPD identifies twelve sites for residential development within Chelmsford's main urban of which nine are on brownfield land. Other allocations include the identification of three new employment sites and existing neighbourhood centres, educational and employment areas together with conservation areas and open space. In all respects these latter allocations reflect existing uses and therefore the SA assessment concentrates upon the proposed land use changes, i.e. the housing and employment site allocations.

General Assessment against Sustainability Objectives

The allocations for the urban area are generally considered to perform well. Economically they retain significant areas for employment which will help to support existing and encourage future job growth. The SADPD has concentrated upon existing employment areas for allocations and these are reasonably distributed around the area to the extent that physical access to jobs should be achievable. Opportunities to access jobs are also about having the appropriate level of skills. The SADPD identifies and seeks to protect existing educational facilities which exist within the urban area. Whilst the provision of facilities alone cannot directly lead to production of a better skilled workforce the availability of schools and colleges, and the ability of their users to gain easy access to them, can form an essential starting point. The allocation of existing educational facilities suggests a good geographical spread but with a particular concentration to the north west of the town centre. The east of the town centre is not as well provided for and regular and frequent public transport provision from these neighbourhoods to the main educational establishment is necessary. Other social facilities, such as health centres, are not explicitly identified within the SADPD document, although some will be based within neighbourhood centres and some may be provided within the larger allocations such as the former Runwell and St Johns Hospital sites. The SADPD could consider a specific allocation, reflecting existing provision and promoting accessibility to these facilities.

The SADPD provides for a level of protection for existing environmental assets in its allocation of green wedge, conservation area boundaries and open space. These areas are protected from inappropriate development by the Strategic and Development Control Policies contained within the Core Strategy and Development Control DPD. The Chelmsford Urban Area includes a number of allotment sites, some of which are identified as having development allocations adjacent to them. The SADPD identifies these areas as open space and whilst they do serve an important function in providing areas free from development the provision of allotments is being increasingly favoured as a means of promoting healthy lifestyles. Specific allocation of allotment sites and an identification of new sites would be a positive outcome particularly within the more recent neighbourhoods where provision is very low (these will be considered as part of the emerging Allotments Survey).



Positive Impacts

The following positive impacts can be summarised:

- Protection of key employment areas supporting job retention and creation;
- Protection of existing educational uses promoting a good level of physical access to schools and colleges although recognising that certain neighbourhoods are less well provided for;
- The identification of neighbourhood centres which are an essential service within the wider urban area in that they encourage people to shop locally, promoting sustainable modes of travel and reducing journeys into the town centre;
- Protection of key environmental assets including areas of historic significance, river valleys open space. In combination with other policies these allocations provide opportunities for walking, cycling, sport and recreation which can improve feelings of wellbeing and promote healthy lifestyles. Identification of green wedges also serves to protect floodplains from development;
- An emphasis upon development on brownfield sites which indirectly preserve soils, promote the recycling of resources (land) and prevent encroachment into the countryside.

Negative Impacts

- Certain urban capacity allocations include land which is relatively well wooded. Redevelopment may lead to a loss of trees and urban wildlife habitats;
- Allocations for urban extensions include greenfield land which is likely to change local character.

SA of Specific Site Allocations Relevant to the Chelmsford Urban Area

The following commentary provides an assessment of the key sustainability characteristics relative to each allocation where development is proposed.

Site Allocation 1 Asda Car Park, Chelmer Village - This site is currently used as a car park to Asda supermarket which lies within the Chelmer Village Principal Neighbourhood Centre. It faces directly onto the roundabout of the Chelmer Village Way and vehicular access for the site is proposed from Village Gate. Redevelopment could provide an appropriate landmark at this key local junction particularly as the other three sides of the junction are enclosed by residential properties. Development could therefore enhance local character. The site is previously developed land and its allocation would support sustainability objectives concerned with the appropriate use of resources including brownfield land. In addition to the facilities provided by the supermarket (which is allocated as a principal neighbourhood centre), bus services along Chelmer Village Way provide access to Chelmer Valley, Boreham and Chelmsford town centre. There is also good access to local schools and open space, including fishing off Sandford Mill Road. However, there are potentially some minor impacts likely to affect the trunk road network



as advised by the Highways Agency and the local sewerage network which will required to be upgraded to accommodate any new development.

Site Allocation 2 Coval Lane Car Park - The site is an existing car park surrounded by a mixture of residential and commercial properties. Loss of car parking may have local economic effects although it may encourage visitors to the nearby town centre to use more sustainable forms of transport. The existing use does not support local townscape quality and redevelopment should be a positive enhancement. Access to the town centre by foot or bus is good and the main bus and train stations are relatively close by. However, there are potentially some minor impacts likely to the trunk road network (as advised by the Highways Agency and the local sewerage network which will required to be upgraded to accommodate any new development.

Site Allocation 3 Goldlay Gardens (Essex Library Headquarters) - This site is located close to the town centre boundary. It therefore benefits from a high level of access to a range of higher order facilities. Bus services also operate in close proximity. The site is currently in a commercial use, it is previously developed land and it is considered to perform well against sustainability criteria, any redevelopment leading to a sustainable use of resources. However the north western part of the site lies within Flood Zone 2 therefore the Sequential Test of PPS 25 has to be applied and passed. The sustainability benefits of redevelopment should be considered to be a factor in the consideration of any PPS25 test. If the site can pass the Sequential and Exception Tests then redevelopment would need to be supported by a Flood Risk Assessment (FRA) including appropriate mitigation measures. There are also potentially some minor impacts likely to affect the A12 and on the local sewerage network which will required to be upgraded to accommodate any new development.

Site Allocation 4 Government Offices, Beeches Road - The site is 1.6 hectares in size and is currently in use as Government Offices. Other surrounding land uses are predominantly residential. The site is well served by a good public transport network with a number of bus services running along Beeches Road and to the train station lying approximately 1 km from the site. The town centre is easily accessible by foot and there are educational facilities including Westland Primary School located to the west of the site. West Park lies opposite the site which forms part of the green wedge and gives access for recreational purposes. Part of the site (closest to Beeches Road) is located within the floodplain of the River Can. Therefore any redevelopment would need to be supported by a Flood Risk Assessment in accordance with PPS25. In terms of accessibility, there are two vehicular/pedestrian access points to the site from Beeches Road and a bus stop is located adjacent to the site. Overall the site performs well in sustainability terms due to it being located on brownfield land and in close proximity to a wide range of local amenities and facilities. The main adverse environmental impact connected with the site is that it partially lies within an area at flood risk, therefore mitigation measures would need to be considered as part of any proposed development on the site. There are also potentially some minor impacts likely to affect the A12 and the local sewerage network which will required to be upgraded to accommodate any new development.

Site Allocation 5 Land rear of 17-37 Beach's Drive - The site is currently in a commercial use occupied by a warehousing/storage facility and can be accessed from both Windley Tye and Beach's Drive and is surrounded by residential properties. A small part of the northern part of the proposed allocation is occupied by trees and these should be retained. The majority of the site lies within Flood Zone 2/3 therefore the Sequential Test of PPS25 has



to be applied and passed. If the site can pass the Sequential and Exception Tests then redevelopment would need to be supported by a Flood Risk Assessment (FRA) including appropriate mitigation measures. The site is also contaminated so remediation measures will need to be considered. There are also potentially some minor impacts likely to affect the A12 and on the local sewerage network which will required to be upgraded to accommodate any new development. The site is within reasonable proximity to educational facilities and is close to the green wedge which at this point is occupied by a golf course. The nearest neighbourhood centre is some distance away and therefore it is likely that residents would journey into the town centre or to supermarkets. Bus services run along Roxwell Road and provide access to the town centre as well as to Harlow.

Site Allocation 6 Land rear of 71-81 Byron Road - The site is located approximately 0.5 km to the east of Chelmsford town centre and to the west of Chelmer Village. The site takes the form of lock-up garages and lies to the south of Byron Road and lies to east of some allotments. The site lies directly to the north of Chelmer and Blackwater Navigation Canal Conservation Area and the site lies on the periphery of the Flood Plain. This creates a contrasting landscape with an open setting provided by most of the river valley and flood Plain to the south contrasted with the urban edge of the town centre.

In sustainability terms the site performs relatively positively as it is located within close proximity to Chelmsford town centre. Future residents should have a low car dependency because the site is serviced by a good range of local facilities with Tesco, Asda and Iceland are all within approximately 0.5 km of the site. The site is served by a frequent bus service on Byron Road and the town centre is walkable from the site. In environmental terms the site performs relatively well as it is located on brownfield land. However the southern part of the site lies within Flood Zone 2/3 therefore the Sequential Test of PPS25 has to be applied and passed. If the site can pass the Sequential and Exception Tests then redevelopment would need to be supported by a FRA including appropriate mitigation measures. There are also potentially some minor impacts likely to affect the A12 and on the local sewerage network which will required to be upgraded to accommodate any new development. The site also lies adjacent to the Chelmer and Blackwater Navigation Canal Conservation Area whose character will need to be protected via the development control policies contained within the appropriate DPD.

Site Allocation 7 Land rear of Kings Road - The site is currently greenfield and takes the form of a disused allotments site. It is surrounded by housing and provides a function as open space. Access to educational facilities is good and there are shops located on Kings Road which form part of King's Road Neighbourhood Centre which the Council wants to see improved. The bus services link the site to Broomfield Hospital, Chelmer Village and North Melbourne.

The site allocation has been identified as a mixed use community/residential led development and it is expected to build upon the important community roles the All Saints Anglican Church and United Reformed Church have established within the local area by providing intensively used community buildings. The existing and proposed community facilities ensure that the site allocation performs strongly particularly against the social sustainability criteria and to a certain extent the economic sustainability criteria through the proposed improved Kings Road parade.



Site performance is broadly positive when assessed against certain environmental objectives, this is because it includes for development on land currently used by existing buildings, (All Saints) together with the refurbishment of the Kings Road Parade which supports SA objectives to promote the efficient use of resources (buildings). Loss of former allotment land could potentially reduce amenity opportunities within the neighbourhood although the SDA does reference the provision of open space linked to the URC. Retention of some open land for local amenity should be considered.

Consultees have also stated that there are also potentially some minor impacts likely to affect the A12 and on the local sewerage network which will required to be upgraded to accommodate any new development.

Site Allocation 8 Land south of Clements Close, part of 61 Pemberton Lodge - the site is in 'agricultural' use (horses). It lies adjacent to a housing area. It is greenfield land and as such its development for housing would see it perform poorly against Sustainability Objectives concerned with the re-use of previously development land, and protection of undeveloped land, including their soils. The Eastern part of the site also lies within Flood Zone 2/3 therefore the Sequential Test of PPS 25 has to be applied and passed. If the site can pass the Sequential and Exception Tests then redevelopment would need to be supported by a Flood Risk Assessment (FRA) including appropriate mitigation measures. The site lies adjacent to a school whilst it is less than 1 km from a principal neighbourhood centre. There is also a substantial amount of open space in the area. Access to higher order facilities by modes other than the private car is provided by the bus network which runs from Kingswood Drive and Chelmer Village Way to Springfield, Chelmer Valley and Chelmsford town centre. Consultees state that there are also potentially some minor impacts likely to affect the A12 and on the local sewerage network which will required to be upgraded to accommodate any new development.

Site Allocation 9 Parks Depot, Waterhouse Lane - This allocation is an existing council depot and it is located immediately to the north of allotments. The site is in a predominantly residential area although there are significant employment areas close by. As such the site has the potential to benefit from a good level of access to jobs. Open space is available within the green wedge to the north and an existing school is also within walking distance. Buses to the town centre run along Waterhouse Lane. There are however potentially some minor impacts likely to affect the A12 and the local sewerage network which will required to be upgraded to accommodate any new development. In addition screening would be required to protect existing residential properties and separate the site from the allotments to the south.

Site Allocation 10 St Cedds Primary School, Maltese Road - The site covers the former grounds of St. Cedd's Primary School which has subsequently been relocated. The site lies approximately 0.5 km to the north west of Chelmsford town centre within the Rainsford area. The site is located within a built up residential area and has good links to local amenities and facilities including Rainsford Convenience Store and the Co-op all within walking distance of the site and Tesco's and Marks and Spencer's with 0.5km. Through the SADPD the site is proposed for 13 dwellings.

In sustainability terms the site performs well due to its close proximity to Chelmsford town centre and the existing local amenities. Public transport linkages include a frequent bus service on Rainsford Road to the south and the



train station is within 1km of the site. The site has good access to recreational facilities within the town centre and has few known environmental constraints with the exception of some mature trees on the site which should be preserved if possible.

Site Allocation 11 St Johns Hospital - The site is a former hospital covering an area of approximately 5.3 ha. The site lie on the south west edge of Chelmsford's main urban area adjacent to a mature landscape which accommodates an established golf course that abuts the south western boundary of the hospital site. This provides views to the countryside which includes Moulsham Thrift Wood and Hylands registered park and garden both of which are in the Green Belt. The hospital complex has three main elements. A former World War II emergency medical scheme hospital occupies the southern-most third of the site. The former Chelmsford Union Workhouse buildings occupy the central portion, and the northern third of the site, which is mainly open, accommodates a handful of modern buildings and a car park on what was the gardens of the workhouse. Access to the site is taken off the B1007 Wood Street. The northern part of the site is designated as a Conservation Area with the emergency medical scheme buildings to south falling outwith the designated area. 4.62 hectares (11.4 acres) of the site was allocated within the 1997 Local Plan and the Council had resolved to grant planning permission subject to the conclusion of a Section 106 Agreement. It was estimated that the site may accommodate about 115 dwellings. The remainder of the hospital site is to be retained for health service purposes. This allocation is for a larger building footprint which would potentially accommodate 300 dwellings.

In sustainability terms the site performs relatively well against the economic and social criteria as the site lies within Chelmsford's main urban area and would be in a position to utilise Chelmsford's existing infrastructure including public transport, local amenities including schools, doctor's surgery, supermarket, golf course and open countryside for recreation etc. In environmental terms the performance is mixed. Positively the site is brownfield and is located within Chelmsford's main urban area and not within the adjacent Green Belt. The site would potentially not increase the dependency on car usage. However the northern part of the site is designated as a Conservation Area were development restrictions will apply and it would be important to retain the character of the existing buildings as part of any proposed development.

Site Allocation 12 Stump Lane - This is an allocation for 22 dwellings on a site adjacent to Springfield Road. The allocation reflects application 10/00558/FUL which is pending. The principle for residential development is established by a previously allowed application in 2008 for 36 dwellings. The allocation within the Proposed Submission SAD would support a lower density scheme (22 dwellings) coming forward and allocate the allotments to the north of the site as public open space. The site is a rectangular shaped parcel of land equating to 1.23 ha located at the corner of Stump Lane and Springfield Road situated in an otherwise residential area. The site was used up until 2001/2002 as allotments in conjunction with a larger area of allotment gardens including the adjoining area of land to the north. The site is currently accessed from Springfield Road and via a pedestrian access from Stump Lane over the northern section of land, which has remained in use as allotments. The town centre is located approximately 1.2 km south-west of the site. Springfield Green, lies beyond the railway line, which runs to the north of the adjacent allotment site. The proposed development lies within Flood Zone 1, the low risk zone, as defined in Table D.1 of PPS25. Whilst the site is outside the floodplain, development in the category 'operational development greater than 1 hectare', can generate significant volumes of surface water. The impact



and risk posed by this will vary according to both the type of development and the characteristics of the catchment and needs to be addressed by a Flood Risk Assessment (FRA).

This site has no Tree Preservation Orders within the curtilage but does have two on land immediately adjacent to the site. Details of these are follows: TPO 1998/020 (in particular 1 Hawthorn and 1 Silver Birch immediately adjacent the footprint of the old Latimer House - these should not be affected by the development). TPO 2003/068 (in particular 2 Poplars and 1 Oak in the front garden of 62 Telford Place - these could be affected by the development).

In sustainability terms the site performs well against the economic criteria in that it will provide housing on an underutilised area of open space/allotments. The northern part of the site is still in use as allotments and open space which will be preserved as part of the development which is positive. Indeed improving the existing area of open space as part of the development into a useable area for the enjoyment of the local residents would provide positive benefits in social and environmental terms. There are a few trees lying adjacent to the site which are covered by TPOs which will need to be protected by any proposed development and screening is likely to be required to protect the existing character of the adjacent residential areas. The site is well located in close proximity to Chelmsford's town centre therefore it would be able to benefit from the existing local facilities which includes a Co-op, Aldi and Costcutter all within 0.5km of the site. Also with regards to infrastructure there are good existing transport linkages servicing the site along the B1137 Springfield Road.

4.4.3 Employment Sites

Site Allocation 26 Beehive Lane Industrial Area (Beehive Works), Great Baddow - The allocation is to include existing buildings within a small industrial estate. In sustainability terms the site performs well as it will expand into an existing industrial area encompassing brownfield land. The site also lies approximately 1 km to the south of Chelmsford's main urban area and 0.5 km to the north of Galleywood which ensures the site is serviced by a range of amenities and facilities. The site is easily accessible from the B1009 and as the site is located within an existing industrial estate the surrounding infrastructure and uses should more readily be able to accommodate a new employment allocation. Local character should not be affected and there are no known environmental designations on or surrounding the site.

4.4.4 Ford End

Settlement Profile

Ford End is a small rural village located on the A130 approximately 5-6 km to the north of Chelmsford. The village is serviced by the number 33 bus which runs along the A130 to Bishop's Stortford to the north west and Chelmsford in the south. The village has a primary school (Ford End Church) located to the southern end of the village along with a large area of open space located to the west of Church Green. The village has no local



amenities currently and there are no specific environmentally important areas within/or in close proximity to the village.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- Ford Green lies on the A130 which provides good access to the village;
- The village has a primary school;
- The village has good access to open space within its boundaries and the wider rural area which is immediately available beyond the village boundaries.

Negative Impacts:

- There are limited public transport linkages between Bishop's Stortford in the north and Chelmsford the south with the number 33 bus running in both directions;
- The site has no local amenities or facilities available with the nearest major settlement being Chelmsford which is 5-6 km to the south;
- People would have to commute to work as there is no employment base within the village;
- Any potential new development would be on Greenfield land and would potential encroach on the rural characteristics of the village.

SA of Specific Site Allocations Relevant to Settlement

The SADPD does not propose any further development within the village and previously rejected two potential options for affordable housing on greenfield land which propose to extend the defined settlement boundary forming part of the sewage works to the north of the Stepping Stones and to the north of Bryony House. The SA recognises that the village performs generally poorly against the sustainability criteria. Ford End is isolated from any local facilities or amenities and the rural character of the village could potentially be threatened by any future development proposed.

4.4.5 Great Leighs

Great Leighs is a linear village which runs parallel to the A131 approximately 5-6 km north east of Chelmsford's main urban area. The village is serviced by the number 70 and 352 buses which provide public transport linkages to Chelmsford town centre. Great Leighs has one Primary School (County Primary School). The village includes



some local services amenities such as a post office and a public house. The village does have two sites of cultural and environmental importance which are Gubbions Hall which is a Scheduled Ancient Monument and a Wildlife Trust Nature Reserve located to the north east of the main settlement.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- Great Leighs lie adjacent to the A131 which provide good access to the village;
- The village has a primary school and some local amenities including a public house a post office which would reduce the need to commute to a higher order settlement;
- The village has good access to open space within its boundaries and the wider rural area which is immediately available beyond the village boundaries. This supports local character, health and wellbeing.

Negative Impacts:

- There is limited public transport linkages to Chelmsford in the south with the numbers 70 and 352 buses run in both directions;
- The site has limited local services and facilities available with the nearest major settlement being Chelmsford which is 5-6 km to the south;
- People would have to commute to work as there is no significant employment within the village;
- Any potential new development would be on Greenfield land and would potential encroach on the rural characteristics of the village including the setting of Gubbions Hall and the Nature Reserve located to the east of the village.

SA of Specific Site Allocations Relevant to Settlement

The SADPD proposes Banters Lane (**Site Allocation 25**) as an Employment Site which is located to the northern end of Great Leighs within the existing development limits of the village. The site is currently being used for mixed use employment including offices, storage spaces and warehouses. In sustainability terms the site performs well, in that the site is Brownfield land and lies within the existing village boundaries. This ensures that the surrounding countryside will not be directly impacted on by the development. The site has good access to the A131 and the Great Leighs Bypass Roundabout to the north of the site. The site is screened for view on all sides and particularly to the east, therefore reducing the impact on the rural characteristics of the area. The new employment site will provide jobs for the local village and reduce the need for out-commuting to nearby towns such as Chelmsford which ensures economic, environmental and social benefits for Great Leighs.



The Proposed Submission SADPD now rejects land at Rochester House, Main Road for 15 affordable dwellings. The site is greenfield land which consists of a number of mature trees to the northern boundary of the site. The site was previously assessed as performing relatively poorly in sustainability terms. The site lies on greenfield land which would have negative impacts in the re-use of brownfield land and the loss of trees could affect local character. The village also has limited access to the local public transport network. Great Leighs also has a limited amount of existing services and facilities and out-commuting might be required although the Banters Lane employment site may provide a limited amount of jobs for new residents. The provision of affordable housing would have had a positive impact socially, providing housing for people on lower incomes.

The SADPD also previously rejected three potential options for an extension to the defined settlement boundary. One is an agricultural field to the west of Castle Close, the second is an agricultural field to the east of the Helen How and the third is a proposed infill development on agricultural land between 158 and 170 Main Road. In sustainability terms all the extensions performed relatively poorly against the sustainability criteria in that the rural character of the village could potentially be threatened by greenfield development which would also lead to the loss of soils. The Nature Reserve in particular could potentially be affected adversely by the development at the proposed northern site.

4.4.6 Chatham Green

Settlement Profile

Chatham is a small rural village located to the north of the A131 Braintree Road approximately 3-4 km to the north of Chelmsford. The local public transport network does not pass through the village however 250 m to the south on Braintree Road frequent buses run along the A131 to Chelmsford in the south. The village has no existing local facilities or amenities within its development boundaries.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- Chatham Green lies to the north of the A131 which provides good access to the village;
- The village has good access to open space within its boundaries and the wider rural area which is immediately available beyond the village boundaries.

Negative Impacts:

- The site has no local amenities or facilities available with the nearest major settlement being Chelmsford which is 3-4 km to the south;



- People are likely to have to commute to work as there is only a limited employment base within the village;
- Any potential new development would be on Greenfield land and would potential encroach on the rural characteristics of the village and would not promote the re-use or conservation of resources.

SA of Specific Site Allocations Relevant to Settlement

The SADPD does not consider any further development within the village or beyond its boundaries. The Council has now rejected land at Pondsider Nursery/ Chatham Green Yard, as developable brownfield site. It states that it is disjointed from the settlement boundary and is slightly isolated from the village footprint and would not see a continuation in the village built development. Overall due to the size and location of the village the SA reflects the view that the village performs poorly against the sustainability criteria. Chatham Green is isolated from any local facilities or amenities and the rural character of the village could potentially be threatened by any future development proposed. The section of A131 running to the south of the village is designated as a Strategic non trunk road within the SADPD which does ensure that the village is easily accessible by car.

4.4.7 Pleshey

Settlement Profile

The village of Pleshey sits in a slight fold in the surrounding countryside. This, together with the trees surrounding the village, masks most of the features of the village - the church is the only aspect of the village visible from most approaches. There are a number of hamlets around the village, but within the Parish, comprising three to six houses. There are also several Green Lanes running through the parish, together with an extensive network of public footpaths; some of these are incorporated into the Essex Way.

A single principal road (The Street) runs through the village east-west, and a semi-circular road (Back Lane) leads to a third road running north out of the village. These roads comprise the only through-routes and access.

The settlement is dominated by the earthworks of the castle, and the perimeter ditch serves to delineate the village in a very clear way.

The castle and town enclosure are designated as a Scheduled Ancient Monument and the broader village is included as part of the Pleshey Conservation Area with most of the buildings within the village being Listed.

There are a number of mature trees which enclose the village and a more densely copse of trees is located to the north east of the village.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:



Positive Impacts:

- Pleshey does have existing transport linkages, with the number 52 bus running to Chelmsford in the south and to West Hanningfield in the north, with the NUL0 running to Great Waltham in the east;
- The village has good access to the wider rural area which is immediately available beyond the village boundaries;
- The historic environment is well protected and contributes to a strong sense of place.

Negative Impacts:

- The site has no local amenities or facilities available with the nearest major settlement being Chelmsford which is 3-4 km to the south;
- People would have to commute to work as there is no employment base within the village;
- Any potential new development would be on Greenfield land and would potential encroach on the rural and historic characteristics of the village.

SA of Specific Site Allocations Relevant to Settlement

The SADPD does not consider any further development within the boundaries of the village or its immediate surroundings due to the historical sensitivity of the village. The village is designated as Conservation Area, Scheduled Ancient Monument and most of the buildings are Listed.

4.4.8 Howe Street

Settlement Profile

Howe Street is a small rural village located 350m to the west of the A130 Essex Regiment Way approximately 2-3 km to the north of Chelmsford. The local public transport network does pass through the village providing bus services to Chelmsford in the south and Bishop's Stortford to the north. The village has no existing local facilities or amenities within its development boundaries. Langley's Deer Park which is a Registered Park and Garden and Conservation Area lies to the south of the village along with some larger areas of open space.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- Howe Street lies to the west of the A130 which provides good access to the village;



- The village has good access to open space within its boundaries and the wider rural area which is immediately available beyond the village boundaries;
- The historic landscape to the south contributes to the character of the settlement.

Negative Impacts:

- There are limited transport linkages with the number 16 bus providing a route to Chelmsford and the number 33 provides access to Bishop's Stortford in the north;
- The site has no local amenities or facilities available with the nearest major settlement being Chelmsford which is located 3 km to the south;
- People would have to commute to work as there is no employment base within the village;
- Any potential new development would be on Greenfield land and would potential encroach on the rural characteristics of the village.

SA of Specific Site Allocations Relevant to Settlement

The SADPD does not consider any further development within the village or beyond its boundaries. Overall due to the size and location of the village the SA reflects the view that the village performs poorly against the sustainability criteria. Howe Street is isolated from any local facilities or amenities and Langleys Deer Park and the open space to the south of the village would be threatened by any future development proposed.

4.4.9 Good Easter

Settlement Profile

Good Easter is a small rural village located 250 m to north of the A1060 approximately 5-6 km to the north of Chelmsford. The local public transport network does pass through the village providing limited bus services to Great Dunmow. The village has a limited number of local amenities within its development boundaries. Good Easter village sits on relatively high ground surrounded by farmland with many of the houses hidden by large trees and the distinctive wooden church spire being the most visible aspect from most approaches. There are a number of green lanes that meet at the crossroads in the centre of the parish together with an extensive network of footpaths and bridleways. The southern part of the village around Falconers Hall, The Old School and St. Andrew's Church is designated as a Conservation Area and consists of a number of Listed Buildings. There is a designated area open space to the east of the Council Houses.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:



Positive Impacts:

- Good Easter lies to the west of the A1060 which provides access to the village from the south;
- The village has good access to open space within its boundaries and the wider rural area which is immediately available beyond the village boundaries;
- The environmental and historical importance of Good Easter Conservation Area to the south protects the character of the village.

Negative Impacts:

- There is limited local public transport network servicing the village with the number 18 bus providing a route to Great Dunmow to the north west;
- The site has no significant local amenities or facilities available with the nearest major settlement being Chelmsford which is 5-6 km to the south east;
- People would have to commute to work as there is no employment base within the village;
- Any potential new development would be on Greenfield land and would potential encroach on the rural characteristics of the village.

SA of Specific Site Allocations Relevant to Settlement

The SADPD does not consider any further development within the village or beyond its boundaries. It does consider a small area of green space to the south of Mill Road which is to be considered as a potential area of open space which is positive socially and environmentally. Overall due to the size and location of the village the SA reflects the view that the village performs poorly against the sustainability criteria concerned with the impacts of new development. Good Easter is isolated from any local facilities or amenities and the Conservation Area and the open space to the south of the village would be threatened by any future development proposed which is why the potential option to the south of School Road would be appraised negatively because it lies adjacent to the Good Easter Conservation Area.

4.4.10 Roxwell

Settlement Profile

Roxwell is a small rural village located 250 m to the west of the A1060 Roxwell Road approximately 3-4 km to the west of Chelmsford. The local public transport network does pass through the village providing bus services to Ongar, Harlow, Moulsham and Chelmsford. The village has a limited number of local amenities and services within its development boundaries. These include a Primary School, public house and local convenience store.



The north part of the village and beyond its boundaries into the green belt is designated as a Conservation Area which includes the Dukes Manor and the Old Barn.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The A1060 provides good access to the village from the west. The public transport network is reasonable with buses running to Ongar, Harlow, Moulsham and Chelmsford;
- The village has good access to open space within its boundaries and the wider rural area which is immediately available beyond the village boundaries;
- The village has a reasonable amount of local amenities and facilities available, however the nearest major settlement is Chelmsford which is 3-4 km to the east;
- The environmental and historical importance of the Conservation Area to the north of the village would protect the character of the settlement;
- The village lies within the Metropolitan Green Belt which surrounds the development boundaries and protects the rural character of the settlement.

Negative Impacts:

- People would have to commute to work as there is no employment base within the village;
- Any potential new development would be on Greenfield land and would potentially encroach on the rural characteristics of the village.

SA of Specific Site Allocations Relevant to Settlement

Overall due to the size and location of the village the SA reflects the view that the village performs poorly against the sustainability criteria. Roxwell is fairly isolated from any substantial local facilities or amenities and the Conservation Area to the north, surrounding Green Belt and areas of open space around the village would potentially be threatened by any future development proposed. Overall, in sustainability terms the village performs poorly although it is recognised that there a certain number of small scale local facilities and a primary school could potentially accommodate a small scale development if required.

The Proposed Submission SADPD now rejects the extension to the defined settlement boundary to the south of Church Green and another similar sized pocket land to the west of Green Lane has not been taken forward as one of the Potential sites.



In sustainability terms the rejection of the sites is justifiable as in general terms the village performs poorly. Indeed the sites lie on greenfield land within the Green Belt which will have negative impacts in environmental terms, however the provision of affordable housing would have had positive impact socially, providing housing for people on lower incomes although the Parish Council states that there is no demonstrable local need within the area.

4.4.11 Writtle

Settlement Profile

Writtle is a village located about 1km from the edge of the built up area of Chelmsford which is surrounded by the Metropolitan Green Belt. The part of the parish, to the north of Roxwell Road, lies outside the Metropolitan Green Belt and the village rises from the floodplain at the confluence of two rivers, the Can and the Wid. The village is surrounded by a patchwork of fields with ancient and traditional hedgerows, interspersed with small groups of trees. The parish comprises mainly fertile agricultural land, supporting the local farms. The eastern side of the village forms part of a Conservation Area which includes Greensbury Green and the All Saints Church. 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. Shopping facilities are catered for in the centre of the village and on the Rolleston Estate and are generally considered to be adequate. There is a doctor's surgery within the village and Writtle College which caters for 1 600 pupils. The BT depot provides a limited amount of jobs within the village. Access to the village is obtained from the A414 Greenbury Way to the south and the A1060 to the north. The site is also serviced by a number of bus routes. There is an existing travelling show people site and authorised gypsy and traveller site located to the west of the village.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- Access to the village is relatively good with the A1060 providing access for the north and the A414 to the south. The public transport network is reasonable with buses running to Moulsham, Epping and Chelmsford;
- The village is serviced by an adequate number of local amenities and services which reduces the requirement of out-commuting within the village;
- The village is located within 1-2 km of Chelmsford's main urban area;
- There is limited employment provision provided within the village, however Writtle College is located to the north of the settlement boundary and is identified as a key employer within the Borough;
- Writtle College is identified as a key educational facility within the Borough;



- The village has good access to open space within its boundaries and the wider rural area which is immediately available beyond the village boundaries;
- The village lies within the Metropolitan Green Belt which surrounds the development boundaries. In addition there is a green wedge which runs along the eastern boundary of the village. These protect the rural character of the village;
- The eastern side of the village lies within a Conservation Area which focuses around Greensbury Green and covers a number of Listed Buildings both Grade 1 and Grade 2 status. These allocations protect the historic characteristics of the village.

Negative Impacts:

- People are still likely to have to out-commute to work as there is no significant employment base within the village;
- Any potential new development would be on Greenfield land and would potential encroach on the rural characteristics of the village.

SA of Specific Site Allocations Relevant to Settlement

There are existing neighbourhood facilities (located at The Green, Bridge Street and St. John's Green) which would provide a range of local amenities such as shops, a post office and hairdressers. The SADPD is proposing to define the retail frontages of the existing local neighbourhood centre that exists around The Village Green. The location within the village is central and at a main junction which will ensure the facilities are easily accessible to all the residents which will reflect positively against the sustainability criteria. The site will use the existing facilities which would be preferred to using a Greenfield site and not impact further on Writtle Conservation Area.

The land surrounding the **British Telecom, Ongar Road (Site Allocation 19)** is carried forward in the SADPD as an urban capacity site for residential development. This would consist of brownfield redevelopment and would therefore support SA Objectives concerned with the re-use of resources and preservation of Greenfield land. The site however is located in a sensitive location and has a number of protected trees. It is also set in close proximity to a Conservation Area and Listed buildings which will require sensitive design principles to be included within any proposed development proposal. In addition access is an issue and there are potentially some minor impacts likely to affect the A12 and on the local sewerage network which will required to be upgraded to accommodate any new development.

Writtle College to the north of the village is identified as a Special Policy Area which is recognised as a key employer and educational facility within the Borough. The SADPD supports its future expansion through the document. In sustainability terms the College creates a number of benefits for the village. Economically, creating new jobs and socially providing educational facilities, providing justification for the maintenance and future expansion of local services and facilities within the settlement.



There are three potential pockets of land which were rejected at the Potential Options stage. These are land to the rear of 19 and 21 Lordship Road, land to the rear of Guys Farm and land to the south of 29 Paradise Road. The SA of the Potential Options suggested that negative impacts may occur to environmental objectives because the land to the east of Writtle forms part of a green wedge, Writtle College is designated as a Special Policy Area and the eastern part of the village is designated as a Conservation Area. The environmentally and historically sensitive nature of the eastern side of Writtle would mean that any potential future development beyond the settlement boundaries would have mainly negative sustainability impacts.

4.4.12 Highwood

Settlement Profile

Highwood is a village located approximately 3-4 km from the edge of Chelmsford's main urban area, and lies within the Metropolitan Green Belt. The village lies 0.5 km to the south of A414 on the Highwood Road. The village is serviced by limited public transport which runs between Ongar and Chelmsford. The site has a limited number of local services with a wider range of amenities being available in Writtle 1-2 km to the north west of the village. The village does have a primary school and associated open space designated to the south of the school.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village does have a primary school and is within 1-2 km of Writtle which would provide local services and facilities;
- The village lies within the Metropolitan Green Belt which surrounds the development boundaries and protects the rural character of the settlement;
- The village has good access to open space within its boundaries and the wider rural area which is immediately available beyond the village boundaries.

Negative Impacts:

- The village is located 0.5km from the A414 and has a limited bus service with only the number 32 providing public transport linkages between Ongar and Chelmsford;
- The village has a limited range of local facilities and car usage would be required to access the local services in Writtle 1-2km to the north east of the village;
- People are still likely to have to out-commute to work as there is no employment base within the village;



- Any potential new development would be on Greenfield land and would potential encroach on the rural characteristics of the village.

SA of Specific Site Allocations Relevant to Settlement

The SADPD does not consider any further development within the village or beyond its boundaries. Overall due to the size and location of the village the SA reflects the view that the village performs poorly against the sustainability criteria. Highwood is located approximately 1-2 km from any local facilities and is poorly serviced by public transport. The village lies within the Metropolitan Green Belt therefore any future development would potentially threaten the rural character of the area.

4.4.13 Edney Common

Settlement Profile

Edney Common is a village located approximately 2-3 km from the edge of Chelmsford's main urban area, and lies within the Metropolitan Green Belt and a hazardous substance site safeguarding zone. The village lies 0.5 km to the south of A414 on the Highwood Road. The village is serviced by limited public transport which runs between Ongar and Chelmsford. The site has a limited number of local services with a wider range of amenities being available in Writtle 1-2 km to the north west of the village. There is an authorised gypsy site which lies to the south west of the village.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village does lie is within 1-2 km of Writtle which would provide local services and facilities;
- The village lies within the Metropolitan Green Belt and in a hazardous substance site safeguarding zone which surrounds the development boundaries protecting the rural characteristics of the settlement;
- The village has good access to open space within its boundaries and the wider rural area which is immediately available beyond the village boundaries.

Negative Impacts:

- The village has a limited bus service with only the number 32 providing public transport linkages between Ongar and Chelmsford;



- The village has a limited range of local facilities and car usage would be required to access the local services in Writtle 1-2 km to the north east of the village.

SA of Specific Site Allocations Relevant to Settlement

Overall due to the size and location of the village the SA reflects the view that the village performs poorly against the sustainability criteria. The village lies within the Metropolitan Green Belt and in Hazardous substance site safeguarding zone therefore any future development beyond the village boundaries would potentially threaten the rural character of the area and the sensitive nature of the hazardous storage area.

The SADPD proposes **land at 'The Nest' Highwood Road (Site Allocation 14)** for a small residential development. In sustainability terms the village itself performs relatively poorly in terms of services and facilities and development of this site is likely to encourage new residents to commute out to the larger centres thereby increasing congestion and not mitigating climate change. However the site has some positive characteristics as it would result in development on Brownfield land as the site comprises a barn/ storage warehouse and vacant land. The site also lies within 1-2 km of Writtle which would provide local amenities and facilities to support the small scale of development. There are however some minor adverse impacts likely to affect the A12 and on the local sewerage network which will require to be upgraded to accommodate any new development. There is also a need to retain the trees on site and the hedging along the western boundary to help screen the site from existing residential dwellings. The SADPD previously rejected an affordable housing site opposite Reynolds Garage which potentially threatens the open character of the settlement and removes a large piece of Green Belt.

4.4.14 Boreham

Settlement Profile

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 and a primary school. There are two Conservation Areas within the village. One is located at Martings 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.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:



Positive Impacts:

- The village has a limited range of local amenities and facilities including a post office, convenience stores, primary school etc. and lies within relatively close proximity to Chelmsford's main urban area and Boreham Interchange,
- A range of employment opportunities are available at Boreham Interchange 0.5 km to the west of the village;
- The village is serviced by a number of buses which provide transport to the Chelmsford town centre to the west and Colchester to the east;
- The south and north east corners of the village are historically sensitive as they are designated Conservation Areas which protects the historic character of the settlement;
- The village has good access to open space within its boundaries and the wider rural area which is immediately available to the south of the village.

Negative Impacts:

- Noise and air quality is potentially an issue as the A12 runs to the north of the village.

SA of Specific Site Allocations Relevant to Settlement

Overall due to the size and location of the village the SA reflects the view that the village performs relatively well against the sustainability criteria. The village has an adequate level of local facilities and amenities within its boundaries and has a local employment base available to the east at Boreham Interchange. Environmentally the north east and southern areas of the village are sensitive to development due to their historical nature and they are designated Conservation Areas.

The SADPD considers **land between Shearers Way and The Cock Inn, Main Road (Site Allocation 13)** for a potential 25 dwellings. The SA is generally supportive of this proposal. The land is Brownfield land and can be viewed as infill. The village has local amenities to accommodate new development and lies within close proximity to Boreham Interchange and Chelmsford which would provide a wider range of facilities and a local employment for new residents. The site does lie adjacent to the Conservation Area at Martings Cottages which would require some sensitive design concepts to be administered to ensure the character of the Conservation Area could be maintained. Additionally, there are also potentially some minor impacts likely to affect the A12 and on the local sewerage network which will required to be upgraded to accommodate any new development.

The SADPD previously rejected three areas considered for affordable housing, a field to the west of the village boundary to the south of Lion Inn, a field to the south of the Chase and a field to south east of the village to the east of Church Green. In terms of sustainability all the sites perform negatively in environmental terms as they are all greenfield sites. In addition, the two sites which lie to the south of the village are located in close proximity to the Church Green Conservation Area which would need to incorporate sensitive design concepts if development was to



be considered further on the sites. All the sites potentially encroach on the rural nature of the landscape to the south and west of villages. Each of the sites would be able to benefit from the existing services and facilities and those available at Boreham Interchange.

A new strategic area of countryside and recreational use at Bulls Lodge Quarry is proposed as part of SADPD in tandem with the NCAAP which ensures an improved performance for the village against the environmental and social sustainability criteria.

4.4.15 Little Baddow

Settlement Profile

Little Baddow is a small village located 2-3 km to the east of Chelmsford's main urban area and approximately 1km to the north of Danbury. The village is sandwiched between a stretch of the Chelmer Valley to the north which is a protected Wildlife Trust Nature Reserve and Conservation Area and a further designated Nature Reserve and SSSI to the south which includes Danbury Country Park. Access to the village is taken off the A414 to the south. The village has a basic range of local facilities and limited access to the local transport network. It should be noted that the post office within the village closed in 2002. There are no statutory conservation areas within the village; however the group of cottages on North Hill surrounding and including The Rodney Inn was given special mention among listed properties as being of local interest. There are also several listed properties between St. Mary's Church and Chestnut Cottage that should be of special concern.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village has good access to open space within its boundaries and the wider rural area which is immediately available to the north of the village;
- There are environmentally sensitive areas to the north and south of the village which protect the rural character of the village;
- There are a number of Listed Buildings within the village which ensure the historic character of the village is protected.

Negative Impacts:

- The village is isolated and has relatively poor linkages to the public transport network (No.31A to Chelmsford town centre);



- The nearest employment base is 2-3 km away in Chelmsford therefore out-commuting will be required access work;
- The village is dominated by dense wooded areas particularly to the south;
- Any new development is likely to be on Greenfield land which will potentially encroach on the rural characteristics of the village;
- The village post office closed in 2002.

SA of Specific Site Allocations Relevant to Settlement

Overall due to the size and location of the village the SA reflects the view that the village performs relatively poorly against the sustainability criteria. The village has very few local facilities, poor links to the public transport network and no existing employment base therefore out-commuting will be required which would have a number of economic, social and environmentally negative impacts.

The SADPD previously rejected land to the north of Cock Farm for potential affordable dwellings. In sustainability terms the site performs poorly. The site is Greenfield land and the village has a limited amount of facilities and poor public transport linkages. Out-commuting would be required to get to the local employment base and local amenities, therefore the village and site would perform negatively particularly against the environmental sustainability objectives.

4.4.16 Danbury

Settlement Profile

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 Mayers Lane. The village has good links to the local transport network which run along the A414. There are dense wooded areas to the south and north of the village and there are a number of environmentally protected areas in close proximity to the village boundaries. There is a large SSSI to the south of village and two to the northern boundary. Danbury County Park to the west of the village is a Registered Park. The central and western areas of the village lie within a Conservation Area and there are two Scheduled Ancient Monuments included to the south of the A414, Danbury Camp Hill Fort and the Medieval Tile Kiln, north of Eves Corner. The village has a range of local services fronting the A414, three primary schools and an existing employment area within the settlement boundaries at the Royal British Legion Trading Estate. There is a local neighbourhood centre located at Eves Corner, Madlon Road and Little Baddow Road.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:



Positive Impacts:

- The village has good links to the A414 and access to the local public transport network;
- The village has a range of existing local facilities, including local convenience stores, three primary schools and a local employment area at the Royal British Legion Trading Estate;
- The village has good access to open space within its boundaries and the wider rural area which is immediately available the west of the village at Danbury Country Park;
- There are a number of environmentally sensitive areas to the north, south and west of the village, including three SSSI to the north and south and a Registered Park to the west which protect the biodiversity and local characteristics of the village and the surrounding landscape;
- The central and western areas of the village are of historical importance and lie within a Conservation Area and there are two Scheduled Ancient Monuments within this area and an associated number of Listed Buildings. The historical character of these sensitive areas is protected from substantial future development.

Negative Impacts:

- Any new development is likely to be on Greenfield land which will potentially encroach on the rural characteristics of the village and is not as viable as Brownfield land in sustainability terms.

SA of Specific Site Allocations Relevant to Settlement

Overall due to the size and location of the village the SA reflects the view that the village performs relatively positively against the economic and social sustainability criteria and the environmental sustainability objectives. The village has a number of local facilities fronting the A414 and a local employment base. Additionally the village has good access to the local public transport network. The village is located within an area which has areas of significant environmental importance including SSSIs and a Registered Park to the western boundary of the site. The central and western parts of the village are designated as a Conservation Area and include two Scheduled Ancient Monuments which outlines the historical and environmentally sensitive nature of the village and surrounding countryside.

The SADPD recognises the British Legion Trading Estate within the village as an existing employment allocation which reflects positively in economic terms. The Proposed Submission SA now rejects the field to the east of Little Fields which was proposed for 15 affordable dwellings. This option was potentially more positive than other previously rejected sites as the eastern side of the village has less environmental restrictions whilst the village is well serviced by local amenities and lies in close proximity to the A414 and good transport linkages. However the site lies on greenfield land which will have negative impacts in environmental terms, although the provision of affordable housing would have had a potentially positive impact socially, providing housing for people on lower incomes. The SADPD also previously rejected several other potential sites which could extend the village boundary on brownfield/ greenfield land to the north Woodhill Road, to the west of the village, a field to the south



west of the village to the south of Mill Lane and a central parcel of Greenfield land at the junction of A414/ Gay Bowers Lane. The sites perform relatively well in general. However, in environmental terms the Woodhill Road and A414/Gay Bower sites lie within/ adjacent to the Conservation Area which could have a negative effect. The Mill Lane is somewhat isolated to the south east of the village. Overall the rejected sites also seem to be in use currently. The Little Fields site seems somewhat underutilised and marginally more preferable than the other potential options. The SADPD also proposes a small greenfield area to the north of Gay Bowers Lane and to the south of Maldon Road to be designated as a potential area of public open space. This would have positive impacts on the environmental and social sustainability criteria.

4.4.17 Sandon

Settlement Profile

Sandon is located to the east of Chelmsford's main urban area and approximately 1 km to the east of Great Baddow. The village lies to the south of Woodhill Road and adjacent to the A12 which lies to the east of the village boundary. Sandon Secondary School is located approximately 0.5 km to the west of the site at the junction of Moirams Lane Woodhill Lane. There is also access to a number of bus stops at this junction. The northern part of the village is designated as Conservation Area and has a number of Listed Buildings which include properties on Rectory Road, The Crown Inn, Woodhill Road and at Brick Kiln Lane. The village has a small number of basic amenities, however Great Baddow and Chelmsford are close by to provide an increased level of facilities and an employment base for the village residents.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- Sandon lies in close proximity to the A12 and has access to good public transport links at the junction of Moirams Lane/Woodhall Lane;
- The site lies within 1km of Chelmsford's main urban area which will provide a range of local facilities and employment base for the village;
- The northern and western sections of the village are designated as a Conservation Area which includes a number of Listed Buildings which helps protect the historic character of the area.

Negative Impacts:

- Any new development is likely to be on Greenfield land which will potentially encroach on the rural characteristics of the village and is not as viable as Brownfield land in sustainability terms.



SA of Specific Site Allocations Relevant to Settlement

The SADPD does not propose any further development within the village or beyond its boundaries.

4.4.18 Howe Green

Settlement Profile

Howe Green is a small village located approximately 1-2 km to the south east of Chelmsford's main urban area. The A1114 Southend Road runs along the west edge of the village and the settlement is located approximately 0.5 km to the south east of junction 17 of the A12. Although the village lies in close proximity to Chelmsford it is somewhat isolated as it lies outside the A12 trunk road. The village is serviced by buses passing on the A1114. The site has a minimal number of local services and amenities and the land to western boundary of the village is designated as Metropolitan Green Belt.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village does lie within 1-2 km of a range of local and higher order amenities and facilities within Chelmsford;
- The village has good access to open space within its boundaries and the wider rural area thereby promoting local character, health and wellbeing;
- The western side of the village is designated as Green Belt which protects the rural characteristics of the settlement.

Negative Impacts:

- The village has no local amenities, therefore out-commuting by residents to get to the nearest local services and employment base will happen using private cars as well as public transport.

SA of Specific Site Allocations Relevant to Settlement

The SADPD does not consider any further development within the village or beyond its boundaries.

The SADPD previously rejected three potential sites to extend the existing boundaries of the village for affordable housing. The sites are located on Greenfield land opposite Orchard View, underutilised Greenfield land at Peach House and a strip of Greenfield land to the rear of Briarlands. The SADPD suggests that the village is poorly



served by public transport. Overall the sites do perform poorly in sustainability terms as the village is poorly served by local facilities and amenities and is isolated from Chelmsford's main urban area by the A12. Out-commuting would be required if any new development was to be located at the village. Furthermore development on greenfield land would lead to a loss of soils; it would not promote the recycling of resources (brownfield land) and may have a detrimental effect upon local character.

4.4.19 Galleywood

Settlement Profile

Galleywood, despite its rural setting, 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. This is fed by the B1009, Beehive Lane from Great Baddow to Stock Road. Watchouse Road is an important link between Galleywood and Great Baddow and is the signed route for HGVs serving the Rignalls Lane industrial area. Galleywood is entirely contained within the Metropolitan Green Belt, consisting mainly of intensively farmed arable land, interspersed with some orchards and a few small patches of woodland. 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 and is currently part of a Special Landscape Area.

The main shopping facility at the junction of Watchouse Road and Skinners Lane comprises nine retail outlets, including the Post Office within the newsagent convenience store with external 24-hour cash dispenser, a butcher, a greengrocer, an off-licence, a chemist, and a hair salon. A kitchen showroom is situated on the corner of Skinners Lane opposite the library. Barnard Road hosts a small Co-op supermarket, a petrol station with a video hire outlet. The Street hosts a fish and chip shop and a hair salon. Stock Road has a tool shop, a newsagent-cum-convenience store, and a car sales showroom. A car accessory shop is situated in Watchouse Road adjacent to Pipers Tye. The Galleywood Medical Centre in Barnard Road was enlarged in 2004.

Beehive Lane accommodates a Chelmsford Borough Council sports and recreation facility. It is home to Chelmsford Sports Club incorporating separate cricket and hockey clubs.

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, each standing in their own green recreational areas. 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.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:



Positive Impacts:

- The village has easy access to the A12 to the south and the B1007 passes through the village providing a link to Chelmsford in the north;
- The village is well serviced by public transport with the B1107 Stock Road servicing at least seven buses;
- The village has a number of existing local amenities and facilities including nine retail units at Watchhouse Road and Skinners Lane. There are existing health facilities at Barnard Road, employment land at Rignals Lane Industrial Estate and three schools within the village;
- The village does lie within 1-2 km of a range of local amenities and facilities within Chelmsford;
- The village has good access to recreational facilities at Beehive Lane and to the open countryside beyond the village boundaries;
- Galleywood Common provides an area protected for its biodiversity value.

Negative Impacts:

- None identified.

SA of Specific Site Allocations Relevant to Settlement

The SADPD proposes to allocate an urban capacity site on land at the rear of **24 to 70 Pyms Road, Beehive Lane (Site Allocation 15)** where there is potential to combine, in whole or in part the CBC garages, adjacent green space and the Anglian Water depot (excluding reservoir) for new residential development. Vehicular access will be taken from Beehive Lane. The site performs relatively positively in sustainability terms. The site is brownfield land and the village has a good range of local amenities and services and good access to the local transport network. Also potentially proposing associated open space ensures further positive environmental and social impacts associated with the development. The covered reservoir to the south remains operational and any future development of the surplus land must consider the operational and access requirements of this facility. Additionally, there are also potentially some minor impacts likely to affect the A12 and on the local sewerage network which will required to be upgraded to accommodate any new development.

The SADPD further strengthens the neighbourhood centre at Watchhouse Road to the north west of the village a land adjacent to the fork of the B1007 Stock Road and the B1009 Beehive Lane. In sustainability terms the site performs positively as the land is brownfield and located in an easily accessible location which would provide local amenities for the western part of the village.

The SADPD also proposes further protection and enhancement of the employment land at Rignals Lane Industrial Estate. The SADPD previously rejected three non-preferred options for extension to the village boundary for affordable housing. One site is an extension to the northern end of the village on greenfield land within the Green



Belt to the north of Beehive lane. The second rejected site is to the north east corner of the village consisting of a field bounded by trees to the east of Barn Mead. This also lies within the Green Belt. The third site is a field to the eastern boundary of the village to the east of Rignals Lane which also lies within the Green Belt. In terms of accessibility the sites perform well as the village has a good range of local amenities and services and good access to the local transport network. Each of the sites do have some negative environmental aspects in that they are located on Greenfield land and lie within the Green Belt and as such development may detract from the quality of the village. However their development would help to sustain existing services and facilities.

4.4.20 Margaretting

Settlement Profile

The village is located directly to the south of junction 12 of the A12, development in the village is concentrated to the south-east of the Main Road and in a linear fashion along Maldon Road and this configuration has tended to create an imbalance of housing and population to the areas north and south of Main Road.

The area surrounding the village is largely open countryside but there are a number of small groups of buildings set at some distance from the village centre and these add character and visual interest to the country scene.

The historic location of St. Margaret's church makes it isolated from the main core of Margaretting but its history as an original focus of the village gives explanation to the multi-focal nature of Margaretting. The number of buildings within the conservation area is relatively small in relation to its total area and most are located around the crossroads. Thus within the conservation area, and in the village generally, there is a feeling of openness which is enhanced by the wide verges on either side of Main Road and along the other principal roads and by the concentration of houses in relatively small areas. Furthermore, approximately seventy-five per cent of the conservation area comprises the mature parkland of Peacocks and the effect of this is to bring the surrounding countryside right into the very centre of the village.

Larmer Engineering remains the largest single employer of labour in the village but many employees are drawn from outside the village. Furze Hill banqueting suite and Ivy Hill Hotel together with four local pubs all contribute to the local economy as do Ingatestone Saddlery, Baskervilles Kennels, Speedwell Garage, P and P Motor Engineers and Hylands Golf Course.

The Recreation Ground is used by both the local cricket and football clubs and is the forms the focal community and social centre within the village. The village has a minimal number of local amenities and services available and lies within the Metropolitan Green Belt. The village has a limited bus service.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:



Positive Impacts:

- The village has easy access to the A12 to the north of the village;
- The village has a localised employment base which includes Larmar Engineering as the main employer;
- There is a flood alleviation scheme in place to the south east of the village to protect properties from the impacts of climate change;
- There is a Conservation Area which lies to the west of the village which protects the historic character of the settlement;
- The village lies within the Metropolitan Green Belt which will help to protect its local character.

Negative Impacts:

- The village is 2-3 km from Chelmsford's main urban area. It is therefore likely that residents will drive to the main centre for a range of services and facilities;
- The village has poor access to the local transport network;
- The village has only a small number of local amenities and facilities to support new development.

SA of Specific Site Allocations Relevant to Settlement

The SADPD is not proposing any new housing allocations within the village. The potential options document proposed one site and rejects three. One site is land to the south of 4 Glenside, Parsonage Lane, the second is land to the south of Larmar Engineering, the third is a former service station and the fourth is land to the rear of 1-8 Bank End Cottages. Each of the sites perform poorly against the sustainability objectives due to the isolated nature of the village and the lack of services and facilities provided within close proximity to the settlement. The first three rejected extension sites also are located on Greenfield land and within the Green Belt which further emphasises their poor performance in sustainability terms because it will lead to a loss of soils and extend the village boundary into the surrounding countryside which will have an effect upon local character. The fourth site at Bank End Cottages is on brownfield land which is positive however it is understood that there are major implications with regards to accessing the site.

4.4.21 West Hanningfield

Settlement Profile

West Hanningfield lies 5-6 km south of Chelmsford, approximately 0.5 km to the west of the A130, 1 km to the east of the B1007 and 1 km to the south of the A12 to the North. The 870-acre Hanningfield Reservoir lies to the



south of the village. The Reservoir is a Site of Special Scientific Interest (SSSI) due to the diversity of its wildfowl population.

The village of West Hanningfield is entirely surrounded by Metropolitan Green Belt. There are no conservation areas although West Hanningfield has fourteen listed buildings which have statutory protection. Temple Wood Industrial Estate is a rural Employment Area and Temple Farm is a new designated Employment Area both are located approximately 1 km to the west of the village on the B1007. The village has a minimal range of existing bus services and local amenities although it does have a local primary school.

There is a hazardous substance site safeguarding zone which lies to the east of the village.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village has access to localised employment base at Temple Wood Industrial Estate and Temple farm located approximately 1 km to the west of the village;
- The village does have an existing primary school;
- The village lies within the Green Belt which will help to protect its local character.

Negative Impacts:

- The village is isolated from Chelmsford's main urban area which lies approximately 5-6 km to the north east;
- The village has poor access to the local transport network;
- The village has a minimal number of local amenities and facilities to accommodate considerable new development.

SA of Specific Site Allocations Relevant to Settlement

The SADPD Proposed Submission document proposes land for 12 affordable housing dwellings at land **east of Middlemead (Site Allocation 21)**. The site lies outside the existing settlement boundary on Greenfield land which is covered with a scattering of mature trees. As the site lies on Greenfield land it will have negative impacts in that it will not support the re-use of resources (brownfield land) and will lead to the loss of soils. Local character is also more likely to be affected. If the site is developed it will be important to ensure that the existing trees are protected and that the site is appropriately landscaped to maintain the character of the area. The provision of affordable housing will have a positive impact socially, providing housing for people on lower incomes and there are also



proposals to provide car parking and bicycle parking facilities which is positive. It is understood from the Highway Authority that there are also potentially some minor impacts likely to affect the A12 whilst the local sewerage network may require upgrading to accommodate any new development.

The SADPD Potential Options document rejected four options for affordable housing which would have extended the settlement boundaries around the village. One site is a field located to the south of Church Road by Hall, the second is a field to the west of Helmons Lane, the third is land located to the south of agricultural cottages on Church Road with the fourth at a field to the east of Parages. The rejected extension sites also are located on Greenfield land and within the Green Belt which further emphasises their poor performance in sustainability terms.

The Adopted Core Strategy provides for a new Employment Area to be identified in the SADPD at **Temple Farm, West Hanningfield (Site Allocation 24)**.

The site is situated in a rural area to the south of the A12. The proposed employment use for the site is considered to have some positive economic benefits in that it is assumed to support the creation of new jobs which may lead to increased prosperity in the Borough and will help support the existing established areas of employment activity within the site. The site lies approximately 1-2 km south of Galleywood and a further 1-2 km from Chelmsford's main urban area. Galleywood provides a limited number of services and facilities with the middle and higher order facilities being available in Chelmsford. Furthermore, West Hanningfield itself has a limited range of facilities and services available. As the site is in relative isolation from the centre of population it could encourage most employees to access the site by car, although it is recognised that a bus route does pass along Stock Road. The location prevents any opportunities to reduce road freight and increase the use of rail and it is likely that significant impacts will be felt on the A12 therefore mitigation measures and an improved infrastructure will be required as part of the development. The land surrounding the site is known as Temple Wood which is a Local Wildlife Site that includes a number of mature trees and hedgerow and is habitat to a wide range of protected species. This site has nature conservation value and it is considered that significant economic development at Temple Farm could impact upon the integrity of this site without appropriate mitigation which may have negative impacts upon appropriate sustainability criteria.

4.4.22 Morelands

Settlement Profile

Morelands lies 6-7 km south of Chelmsford, approximately 250 m to the west of the A130. The Works Lane is the main road which provides access to the small number of properties which form the village. The main properties include The Retreat, Fordey End and Hunters Lodge. A substantial amount of land within the settlement is occupied by uses related to the storage and dismantling of vehicles, small workshop garages, and abandoned vehicle tyres.

The village lies within the Metropolitan Green Belt and lies to the south east of a hazardous substance site safeguarding zone. The village has no local amenities due to the small size of the settlement.



General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village has good access to the A130 which passes to the eastern boundary of the village providing a key transport link to the larger urban area of Chelmsford;
- The village lies within the Green Belt which should help to protect its local character.

Negative Impacts:

- A large part of the village compromises a range of vehicle related facilities which detract from the local environment, have led to the loss of Greenfield land and may have a negative impact upon biodiversity;
- The village lies approximately 6-7 km to the south east of Chelmsford with the result that access to facilities will necessitate the use of less sustainable modes of transport;
- The village has poor access to the local transport network;
- The village has no local amenities and facilities to accommodate new development.

SA of Specific Site Allocations Relevant to Settlement

Overall the village does not perform well in terms of sustainability. There is a lack of existing amenities and services and out-commuting will be a necessity which means that the village performs poorly against the social and environmental sustainability indicators. However, the sites proposed for housing do consist of Brownfield land and due to the existing conditions on site new development may improve the local character of the immediate area significantly in environmental terms.

The SADPD proposes an area north of the village and to the west of East Hanninfield at **Morelands Industrial Estate, Tileworks Lane for housing (Site Allocation 16)** and ties this in with the Specialist Residential Accommodation site at **Morelands Industrial Estate (Site Allocation 23)**. For the purpose of the SA both the allocations can be assessed as one. The allocations are 'brownfield' sites which currently comprises a range of activities related to the storage and dismantling of vehicle, small workshop garages, abandoned vehicles and tyres. Substantial parts of the site currently are degraded by unauthorised uses and activities which now leave the site requiring significant environmental improvement. The sites also lie on a former landfill site and represents redevelopment of a former industrial estate. These past uses may present the potential for contaminated land that must be assessed in line with PPS23. The HRA also requires adequate mitigation for potential disturbance effects on European Sites due to their proximity (within 3km). Development could however provide landscape



enhancements, environmental improvements and the provision of additional specialist housing to meet identified local needs.

4.4.23 Rettendon Common

Settlement Profile

Rettendon Common lies 6-7km south of Chelmsford, approximately 250 m to the east of the A130. The village lies to the east of Main Road along Posts Lane. The village is also to the east of the Metropolitan Green Belt. The village has no local amenities due to the small size of the settlement.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village has good access to the A130 which passes to the western boundary of the village.

Negative Impacts:

- The village lies approximately 6-7 km to the south east of Chelmsford which will require residents to travel by less sustainable means of transport to access most facilities;
- The village has poor access to the local public transport network;
- The village has a minimal number of local amenities and facilities to accommodate new development, and as a minimum out-commuting would be required to access the basic facilities within West Hanningfield located approximately 1 km to the north.

SA of Specific Site Allocations Relevant to Settlement

The SADPD does not promote any sites within the village for future development and rejects Greenfield land to the south of Crossways as an extension to the village boundary. The village does not perform well in terms of sustainability. There is a lack of existing amenities and services and out-commuting will be a necessity which means that the village performs poorly against the social and environmental sustainability indicators in particular. However the SADPD does designate a Destination Garden of National and Regional Significance at Hyde Hall which improves the performance of the village against the social and environmental sustainability criteria.



4.4.24 Rettendon Place

Settlement Profile

Rettendon Place lies 7-8 km south of Chelmsford, approximately 0.5 km to the east of the A130. The village runs east off Main Road along Meadow Road. The village lies to the east of the Metropolitan Green Belt. The village has a minimal number of local facilities and amenities. The village does have a primary school located to the north of the village to the east of Main Road.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village has good access to the A130 which passes to the western boundary of the village;
- Rettendon Primary School is located within the village boundary which provides an important local facility and reduces the need for local residents to travel.

Negative Impacts:

- The village lies approximately 6-7 km to the south east of Chelmsford which will require residents to travel by less sustainable means of transport to access most facilities;
- The village has poor access to the local public transport network;
- The village has a minimal number of local amenities and facilities to accommodate new development, and as a minimum out-commuting would be required to access the basic facilities and an employment base within South Woodham Ferrers 2-3 km to east of the settlement.

SA of Specific Site Allocations Relevant to Settlement

The SADPD does not propose any sites within the village for future development and rejects Greenfield land for affordable to the east of Rettendon Place Primary School and to the west of Main Road. The village does not perform well in terms of sustainability. There is a lack of existing amenities and services and out-commuting will be a necessity which means that the village performs poorly against the social and environmental sustainability indicators in particular.



4.4.25 Battlesbridge

Settlement Profile

Battlesbridge is not a defined settlement; however it is referred to within the SADPD which identifies Mayphil Industrial Estate as an existing employment site. Battlesbridge is located to the south east of the Rettendon Turnpike and largely consists of industrial areas and some limited residential properties. Battlesbridge does have a train station and has a limited amount of local facilities and amenities. Part of Battlesbridge falls within a Conservation Area and lies on the edge of the Coastal Protection Zone.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village has good access to main road network at Rettendon Turnpike;
- Battlesbridge is serviced by the local train network;
- There is a Conservation Area which lies in close proximity to Battlesbridge which protects the historic character of the area;
- Part of Battlesbridge lies on periphery of the Coastal Protection Zone which will help to protect its characteristics;
- Access to employment is available within Mayphil Industrial Estate.

Negative Impacts:

- The village has a minimal number of local amenities and facilities to accommodate new development, and as a minimum out-commuting would be required to access the basic facilities and an employment base within South Woodham Ferrers 2-3 km to east of the settlement.

SA of Specific Site Allocations Relevant to Settlement

The SADPD proposes no further sites for development within Battlesbridge, however it does identify Mayphil Industrial Estate as an existing Employment Site.



4.4.26 Stock

Settlement Profile

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. The village lies within the Metropolitan Green Belt and 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. The village has some local facilities and amenities centred round The Square and a primary school located to the north of the settlement centre.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village has good access to the B1007 which gives access to Chelmsford in the north and Billericay to the south;
- The village has a range of local amenities centred around The Square and a Primary School;
- The village is well serviced by public transport with approximately eight buses passing through the settlement;
- The village lies within the Green Belt which will help to protect its local character;
- The central and western part of the village is designated as a Conservation Area which includes a number of associated Listed Buildings. The environmental and historical character and sensitivity of this part of the village is protected.

Negative Impacts:

- None identified.

SA of Specific Site Allocations Relevant to Settlement

The Proposed Submission SADPD proposes **land adjacent to 42-48 Brookmans Road (Site Allocation 18)** for residential development (approximately 8 dwellings). The site offers an opportunity to redevelop an abandoned garage site on the north-west corner of Stock. In sustainability terms the site performs positively as there are a number of existing local facilities within the village and transport links and bus services to Billericay in the south and Chelmsford in the north. The site is located on an underutilised brownfield site and the development



opportunity potentially offers the chance to include an area of open space and improve the landscape character of the area which ensures a positive response in environmental terms.

There are three potential options to extend the settlement boundary around Stock which were previously rejected as part of the SADPD; land to the south of Sunnybrook and sites to the north and south of Mill Lane (land at 140 Mill Road has now been included within Stock Defined Settlement Boundary in accordance with the Adopted Core Strategy Proposals Map). With the exception of 140 Mill Lane the sites do not perform as positively as the Brookmans Road site in environmental terms as they are all located on greenfield land. They also lie in close proximity to the existing local Conservation Area and development would have to be sensitively treated in order to preserve its setting.

4.4.27 Ramsden Heath

Settlement Profile

Ramsden Heath is a rural village which lies 8-9 km south of Chelmsford and approximately 2 km to the west of Billericay and the B1007 Stock Road. The village is linear running east to west along Heath Road and is centred around the junctions of Heath Road and Church Road. The village lies within the Metropolitan Green Belt and to the south of Hanningfield Reservoir SSSI. The village has a limited number of basic local facilities and amenities around the Willowmead area in the centre of the settlement and a Primary School. The Chitham's Farm Scheduled Ancient Monument lies to the west of the village boundary.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village has approximately 4 buses regularly passing through the settlement on Heath Road;
- The village does lie within 2 km of Billericay which would provide a range of local facilities and amenities for potentially new residents as well as a limited employment base;
- The village has good access to the open countryside and Hanningfield Reservoir to the north;
- The village has a primary school;
- The village lies within the Green Belt which will help to protect its local character;
- Hanningfield Reservoir SSSI and Chitham's Farm Schedule Ancient Monument are protected designated sites of biodiversity and historical significance.



Negative Impacts:

- The village has a basic range of local amenities available; out-commuting would be required to Billericay as a minimum to the west of the village to access a more substantial range of local facilities and an employment base.

SA of Specific Site Allocations Relevant to Settlement

The Proposed Submission SADPD does not propose any new sites for development within the village. The Potential Options SADPD proposed one site for a residential development at Windsor Road Trading Estate. In sustainability terms the site performed relatively poorly as local facilities and infrastructure are likely to be inadequate to accommodate new development and the site lies within the Green Belt which is negative. The site does however lie on brownfield land which is positive in that it supports the re-use of resources and may improve local character. The loss of local jobs could have had a negative economic impact upon the economy of the rural area.

There were three potential options to extend the settlement boundary around Ramsden Heath to accommodate affordable housing which were previously rejected as part of the SADPD. These were: land to the west of Mill Lane, a field to the east of the Church Road and land east of Oak Road. All the sites would be viewed as infill but lie within the Green Belt and are located on greenfield land which means they perform poorly against the relevant environmental sustainability criteria particularly with regard to their potential to impact upon local character and contribute to the loss of soils.

4.4.28 Runwell

Settlement Profile

Runwell is a village south of Chelmsford and is bounded by the southern boundary of the Borough. The village lies 9-10 km south of Chelmsford and to the north of the A132 Runwell Road. The village lies within the Metropolitan Green Belt and there are two authorised gypsy sites located to the north east of the village located off Meadow Lane. The village has a number of local facilities and amenities available within the town of Wickford approximately 0.5 km to the south. The village has an existing Primary School and the village has good access to public transport with Wickford train station and a range of bus service being available on the A132 all to the south of the village.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:



Positive Impacts:

- The village has good access to public transport with a range of buses services available and Wickford Station lying approximately 0.5 km to the south of the village;
- Wickford town to the south of the village provides a wide range of local facilities and amenities and a number of potential employment opportunities for new residents;
- The village has good access to the open countryside and Hanningfield Reservoir to the north;
- The village lies within the Green Belt which will help to protect its local character.

Negative Impacts:

- None identified.

SA of Specific Site Allocations Relevant to Settlement

The Proposed Submission SADPD in accordance with the Core Strategy has allocated **Runwell Hospital (Site Allocation 17)** for development which covers 67ha and will include housing (approximately 600 dwellings), neighbourhood shopping, educational facilities, recreational facilities, new access including a roundabout, and highway improvements and public open space. The site has previously secured planning permission for housing (Ref 01/00321/OUT) and is included within the Borough's Housing Trajectory to 2021.

The site lies in a rural area to the north east of Wickford. It consists of brownfield land and is located approximately 1km to the northeast of Runwell off the A132 and accessed off Runwell Chase. The A130 passes the site to east. The Hospital closed in April 2010 and the buildings like vacant. The Chapel is the only Listed Building on the site and a large proportion of the trees on the site are covered by TPOs which gives the Hospital a rural feel and character.

In sustainability terms the performance is mixed. In environmental terms the site lies in a rural location within the Green Belt. It is isolated from the Runwell and Wickford and would be a stand alone development which would increase the dependency on car usage. This will need to be mitigated with an improved public transport service between the site and Chelmsford but which should also include for access to the nearby existing facilities and amenities found with in Wickford and to a lesser extent Runwell. The site is constrained by the protected trees and Chapel and this will require sensitive planning to ensure their long term protection and to maintain their character. Postively, this site is previously developed and it is understood to be readily developable. Additionally it is proposed that due to the large scale size of the development local amenities, infrastructural and environmental improvement could potentially be secured through the scheme. Furthermore, the existing sports and recreation facilities will be secured. It is assumed that development in line with Core Strategy and Development Control Policies will ensure the delivery of a proportion of affordable housing units.



The Proposed Submission SADPD does not propose any other sites for development within the village of Runwell. The Potential Options document proposed land for 15 affordable dwellings at Runwell House. In sustainability terms the site lies on greenfield land therefore it would have negative impacts in environmental terms, however the provision of affordable housing would have had a positive impact socially, providing housing for people on lower incomes. The site is located on the A132 which gives good access to public transport however it is understood from consultation responses that the part of the road where the site is located is a notorious accident black-spot. The site has a range of local amenities and facilities available within Wickford to the south of the village and further amenities might be available as part of the Runwell Hospital allocation.

The SADPD previously rejected a potential option to extend the settlement boundary to the rear of 91 to 115 Brock Hill. The site is Greenfield land, is also located within the Green Belt and it is slightly isolated from the rest of the village and the local services and public transport available within Wickford to the south of the settlement.

4.4.29 Bicknacre

Settlement Profile

Bicknacre is a village located approximately 2 km to south of Danbury and 5-6 km to the east of Chelmsford's main urban area and on the B1418 to the south of the A414. The village is centred around the junction of the B1418 Main Road and Bicknacre Road. Bicknacre Priory to the north of the village is a designated Scheduled Ancient Monument and there is a SSSI located to the south of the village which consists of a dense wooded area. The village has a limited range of basic local amenities around Mead Monks and a primary school. Danbury to the north has a wider range of local services including three primary schools and an existing employment area within the settlement boundaries at the Royal British Legion Trading Estate.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village has a reasonable bus service with routes running along Bicknacre Road to the north and north/on the B1418;
- The village has good access to the wider rural area;
- There is a SSSI which takes the form of a densely wooded area to the south of the village and protects the area of biodiversity importance from potential future development;
- The designation of Bicknacre Priory Scheduled Ancient Monument to the north of the village protects the historical character of this area.



Negative Impacts:

- The village has a basic range of local services therefore there would be a need for out-commuting to Danbury approximately 2 km to the north to access a wider range of facilities;
- Any new development is likely to be on greenfield land which will potentially encroach on the rural characteristics of the village and would not protect soils nor promote the re-use of resources (brownfield land).

SA of Specific Site Allocations Relevant to Settlement

The SADPD Proposed Submission Document identifies land for specialist residential housing at **Saint Giles, Moor Hall Lane (Site Allocation 22)**. Saint Giles estate is close to the western village boundary of Bicknacre. It is within walking distance of shops and facilities in Bicknacre village. The site includes an established residential home, which provides accommodation for adults suffering with learning difficulties and mental health problems and is a valuable facility within the Borough. Further development of specialist residential housing would potentially compliment the existing provision available from this location. It should be however be noted that the HRA advised that an adequate capacity within the wastewater treatment works would need to be demonstrated before any development is permitted within Bicknacre.

The SADPD Proposed Submission Document does not propose any other sites for development. The Potential Options document proposed a site for 17 affordable dwellings on land to the south of The Brewers Arms. The site lies on the edge of the existing settlement boundary, however is located on Greenfield Land. It would therefore have had a negative impact in environmental terms, however the provision of affordable housing would have a positive impact socially, providing housing for people on lower incomes. The village has a limited range of local facilities but could potentially accommodate a small new development. However, out-commuting will be required to access a higher end range of services within Danbury and potentially South Woodham Ferrers which is located 4-5 km to the south of the village. The site does lie within close proximity to the SSSI to the south of the village; however, it is separated by the B1418 which should reduce any potential impacts on its character although further consideration would be required.

4.4.30 East Hanningfield

Settlement Profile

East Hanningfield is located approximately 1-2 km east of the A130, 1-2 km west of the B1418 and to the south west of the village of Bicknacre. The village is centred around The Lawns at the junction of The Tye, The Common and Bicknacre Road. The area from the southern boundary of the village up to The Lawns is designated as a Conservation Area and there is an existing employment site located to the south of Old Church Road. There are a number of Listed Buildings located within the settlement which include the Common Farmhouse at Bicknacre



Road and East Hanningfield Hall on Old Church Road. The village has a basic range of local services available including East Hanningfield Primary School and an associated swimming pool.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village has a reasonable bus service with routes running along Bicknacre Road and East Hanningfield Road to the north and Main Road to the south of the village;
- The village has good access to the wider rural area;
- The village does have a primary school and associated swimming pool;
- There is an existing employment area to the south of Old Church Road;
- A large proportion of the village is designated as a Conservation Area which has a number of Listed Buildings. The environmental and historical character of this part of the settlement is therefore protected from potential future development.

Negative Impacts:

- The village is isolated off the main A130 and B1418 roads which run approximately 2 km from the village;
- The village has a basic range of local services therefore there would be a need for out-commuting to Danbury or Chelmsford to the north or South Woodham Ferrers to the south;
- Any new development is likely to be on Greenfield land which will potentially encroach on the rural characteristics of the village and would not protect soils nor promote the re-use of resources (brownfield land).

SA of Specific Site Allocations Relevant to Settlement

The SADPD proposes a site for approximately 10 affordable dwellings on underutilised Greenfield land at **Back Lane (Site Allocation 20)**. The site lies outside/ adjacent to the existing settlement boundary to west of the village centre and Conservation Area. The site lies within 250 m of a local employment area which could potentially provide a limited amount of jobs for new residents. The village has a limited range of local facilities which could potentially accommodate new development, however out-commuting will still be required to access a more substantial range services within Danbury, Chelmsford and potentially South Woodham Ferrers which are all located at least 3-4 km from the village. As the site lies on greenfield land it will have some negative impacts in environmental terms however the western part of the site has the potential to form a formal area of public open



space which is positive. In addition the provision of affordable housing will have a positive impact socially, providing housing for people on lower income and the allocation will meet, in aggregate approximately 50% of the identified local need in the survey area. There are also potentially some minor impacts likely to affect the A12 and on the local sewerage network which will required to be upgraded to accommodate any new development.

There are five other sites outside the settlement boundaries where future development was previously rejected by the SDAPD. They are located in a range of locations around the village boundaries. These include land to the west of Geoffrey Close, a field to the rear of Copperfield, land west of Abbey Fields, land rear of 6-16 Highfields Mead East and land north of The Gables. The sites rejected will have the same relevant impacts in terms of sustainability as to those identified for the Back Lane site, in particular those proposed to the southern end of the village off Old Church Road. Accessible issues dominate the reasons for their rejection as part of the process.

4.4.31 Woodham Ferrers

Settlement Profile

Woodham Ferrers is a small linear village located on either side of the B1418 Main Road approximately 1-2 km to the north of South Woodham Ferrers and a similar distance to the south of Bicknacre. St. Mary's Church and Primary School are located to the southern end of the village. Due to the linear nature of the village there is no existing centre, the majority of development is located around the junctions of Main Road at Crows Lane and Lodge Lane respectively. There are a number of Listed Buildings within the village including the Church of St. Mary and the Old Rectory Lodge located at the southern end of the village. The village has a limited range of local basic amenities including a primary school and an area of open space to the north of Willow Cottages.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- The village has good access to the wider rural area;
- The village includes a local educational facility thereby reducing the distance which children are required to travel.

Negative Impacts:

- The village has a limited range of bus services running north/ south of the B1418;
- The village has a basic range of local services therefore there would be a need for out-commuting to Danbury or Chelmsford to the north or South Woodham Ferrers to the south;



- Any new development is likely to be on Greenfield land which will potentially encroach on the rural characteristics of the village and is not as viable as brownfield land in sustainability terms.

SA of Specific Site Allocations Relevant to Settlement

The SADPD does not propose any further development within the village.

4.4.32 South Woodham Ferrers

Settlement Profile

South Woodham Ferrers is situated approximately 10-12 km south of Chelmsford. Its southern boundary is defined by the River Crouch, and the town is surrounded by countryside on its other three sides. 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. The majority of the town lies within Flood Zone 1, protected by defences, with parts in Flood Zones 2 and 3. South Woodham Ferrers has a wide range of services and facilities available including shops, secondary education and healthcare. The town has a good public transport network and is serviced by a railway station and an extensive network of bus services.

In 2001 the population was 16,636, Essex County Council's original aim was a small country town of 18,000 population. Growth is predicted to slow further over the next few years to just 0.8% per year, bringing the population to around 17,000 by 2010.

General Assessment against the Sustainability Objectives

The main positive and negative impacts are summarised below:

Positive Impacts:

- Development allocations are confined to the existing urban area promoting accessibility to existing services and facilities;
- Environmental protection allocations prevent development on sensitive sites;
- Protection of existing employment and services uses retains accessibility.

Negative Impacts:

- None identified.



SA of Specific Site Allocations Relevant to Settlement

The SADPD does not propose any sites on open land around the periphery of the settlement which is positive in sustainability terms as the town is surrounded by environmentally sensitive areas including the River Crouch to south and west which is a SSSI and an area at risk from flooding. In addition the town is surrounded by countryside on its other three sides. Marsh Farm Country Park is an extensive rural area surrounding three sides of the town including the Washlands. The Coastal Protection Belt runs to the south east of the town. The Council's Adopted Core Strategy has not allocated any strategic housing and/or employment requirements to South Woodham Ferrers, therefore no additional allocations are required.

Employment Sites - Eastern Industrial Estate, Ferrers Road and Saltcoats

The SADPD identifies existing employment sites and seeks to retain their role through the allocation as employment areas. Each site is within the existing urban area. It is well located with regard to local housing and service areas and provides local, accessible employment opportunities. The allocations therefore support SA objectives concerned with economic prosperity and accessibility.

4.5 Other Site Allocations and Designations considered within the SADPD

The SADPD considers further reviews to other topic areas beyond the employment and housing allocations proposed. Each topic is considered below with a brief synopsis of the proposed changes being considered and their potential impacts in terms of sustainability:

4.5.1 Topic 1 Green Belt Boundary

The Potential Options SA considered that the proposed amendments to the existing Green Belt boundary were minor with the majority being small pockets of land on the periphery of existing settlements. The changes were deemed unlikely to affect the existing aesthetic character of the existing Green Belt and they would not have led to the coalescence of settlements. The Proposed Submission SADPD has reduced the number of amendments to the Green belt. Therefore the previously report conclusions are strengthened. Whilst any development on greenfield land will lead to a loss of soils and may have an effect upon the immediate local character of a site the context of any land release must be set against the wider spatial approach to development as outlined within the adopted Core Strategy. This provides a clear emphasis towards brownfield development.

4.5.2 Topic 2 Settlement Boundaries

In broad terms the Adopted Core Strategy seeks to concentrate new development in the existing towns of Chelmsford and the larger villages while limiting it elsewhere. The SADPD continues this spatial approach with the majority of new development focussed on Urban Capacity Sites identified within Chelmsford's main urban area



and within the existing settlement boundaries of the surrounding villages. The SADPD also applies the 25 metres methodology for defining settlement boundaries whereby the boundary falls 25 metres from the back of existing properties. This is likely to restrict opportunities for the development of plots in the rear of larger gardens which should support the retention of local character. Furthermore the deliberate allocation of residential gardens would now be contrary to guidance outlined within the re-issued PPS 3. The SAPDPD does identify a number of small Affordable Housing sites around the periphery of the surrounding villages which will potentially expand their existing settlement boundaries. Each site is considered on its own merits in terms of sustainability in section 4.4 within each of the individual settlement appraisals. It can be concluded however, that as all the sites are proposed on greenfield land there does arise a number of potentially adverse environmental effects in sustainability terms (loss of greenfield land, use of resources, potential impact upon landscape). However it is important to note that since the Potential Options Stage the number of affordable housing sites has been reduced from ten to two which therefore considerably minimises the overall adverse environmental impacts. In addition it should be noted that there is an existing need for affordable housing within the rural areas of the Borough and the reduced provision of affordable housing will somewhat weaken the overall social and economic benefits outlined at Potential Options Stage..

4.5.3 Topic 3 Sustainable Transport

New Development

On the smaller sites on the periphery of the villages the impacts on the highways network will be minimal, however for the larger sites and those identified by the Highways Agency as having either 'major' or 'significant' impacts on the local highways infrastructure are likely to be considerable. The increase in development will inevitably lead to more cars on the road and potential traffic congestion issues which will create adverse impacts on the environment, particularly with regards to noise and air pollution. However to offset this developer's will be encouraged to ensure the local infrastructure is improved and better public transport networks are provided to accommodate new development. In addition to sites identified by the Highways Agency the new sites in particular the larger ones at Runwell and St. Johns Hospitals are likely to have significant impacts on local infrastructure due to their scale and are likely to require improved local infrastructure as part of their delivery. The SA reflects the Highways Agency concerns against the identified and larger new sites within Section 4.

Park and Ride Sites

An area of land adjacent to the Sandon Park and Ride Site has an allocation which reflects an existing permission to potentially extend if required. A second site, Chelmer Valley is currently under construction in north Chelmsford on Essex Regiment Way and will provide 700 spaces with planning permission for a further 300 if required. The Park and Ride site at Widford has been identified as an 'Area of Search' however work is currently on hold as Chelmer Valley is progressed. The promotion of further park and ride sites through the plan creates a positive impact against the environmental sustainability objectives in particular. They will reduce the amount of car journeys within the main urban areas and reduce traffic congestion which will have a positive impact on air quality



within the Borough. Negative effects will be the loss of Greenfield land and possible impacts upon local character. The Widford site lies within an area of Flood Risk, therefore after application of the Sequential Test of PPS25, if there are no alternative sites in lower flood risk zones, a Flood Risk Assessment (FRA) will be required to demonstrate that flood risk can be appropriately managed, both on and off site. If the FRA shows any part of the site to be in Flood Zone 3b, the functional floodplain, then the development may be considered to be inappropriate by consultees. In sustainability terms development in the functional floodplain would not help to mitigate the effects of climate change. Additionally potential effects on landscape character at Widford is also a possibility.

Proposed Cycle Routes

The SADPD promotes an extensive network of cycle routes around Chelmsford's main urban area branching to Great Waltham in the north and the village of Writtle to the west. Further cycle routes are promoted around South Woodham Ferrers and Runwell in the south. The Proposed Submission DPD will also include revisions to the Baddow to Chelmsford cycle route which will be accessed under the Chelmer Viaduct.

The improvement of the cycle networks within the Borough will have a positive impact in environmental and social terms. The continued expansion of the existing cycle network will encourage people to cycle to work, thus reducing the number of cars on the road. It will also encourage people to live a healthier lifestyle which is also positive.

4.5.4 Topic 4 Special Policy Areas

The four existing Special Policy Areas (SPA) relevant to the Site Allocations DPD are Great Leighs Racecourse, Sandford Mill, West Hanningfield Treatment Work and Writtle College. They lie within the countryside and/or Green Belt and are supported by Core Strategy Policy CP2 which sets out the Borough-wide Spatial Strategy and recognises that these areas should be allowed less restrictive policy constraints. As they are driven by the Core Strategy and have already been assessed as part of the SA process it is felt that a full SA of each of the Special Policy Areas would not be required as part of the Site Allocations DPD assessment. However a brief SA summary is provided for each of the sites below:

Great Leighs Racecourse

Great Leighs Racecourse is located at the former Essex County Showground site in the north of the Borough. It has been developed as a major new racecourse and equestrian centre with supporting entertainment facilities. Extensive ground works have been carried out, a new stadium erected and a range of supporting equestrian facilities built.

SA Comments:

Economically the Racecourse has the potential to create new jobs and attract visitors from inside and outside the Borough on race-days which is positive. Environmentally the impacts surrounding the expansion of the racecourse



are largely negative due to the usage of greenfield land for new facilities, parking etc and there needs to be an assurance that the Fair Wood County Wildlife Site (CWS) lying to the south west is protected and enhanced where possible, in line with PPS9. Part of the site is a former landfill site and further development will have to ensure that there is no danger to human health, and that emissions to the atmosphere are controlled particularly during construction. Noise and air pollution will also increase on race days.

Sanford Mill

Sandford Mill lies in the countryside to the east of Chelmsford. It comprises a collection of buildings, mill pond and filter beds that formed part of the original water treatment works that served Chelmsford. The site is currently in use as a museum related to the story of Chelmsford's unique industrial heritage.

SA Comments:

In sustainability terms the SPA is significantly constrained by a number of environmental conditions. The SPA lies within the floodplain and is likely to be within Flood Zone 3b, of the Functional Floodplain as defined in PPS25. A detailed Flood Risk Assessment (FRA) would therefore be required to establish the extent of this in the area. It should be noted that within flood Zone 3b, only Water Compatible and Essential Infrastructure will be appropriate in planning policy terms, subject to the requirements of the Sequential Test and the Exception Test (where required) being met. Sandon Riverside CWS also lies within the SPA and this will need to be protected and enhanced where possible in line with PPS9. The SPA is also a designated Conservation Area and lies within the Green Wedge which will need to be carefully considered as part of any development associated with the site. In addition The Habitats Regulations Assessment (HRA) undertaken by Entec states that mitigation measures will be required to be considered as part of any development within the SPA to protect the European Sites downstream.

Clearly development at this site will require careful consideration; however, there are potential positive impacts as the proposed scheme aims to link development with the Chelmer and Blackwater Navigation which could include environmental enhancements. Economically and socially the potential mixed use development has a number of positive impacts in terms of job creation and provision of further tourist facilities provided in conjunction with the Mill.

Hanningfield Reservoir

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.

SA Comments:

The expansion of the Treatment Works is deemed necessary to accommodate future development within the Borough. In sustainability terms development would support economic growth in the Borough which is positive. Furthermore additional housing would support many social SA Objectives. The reservoir is an existing resource



and as such it supports the SA Objective concerned with the efficiency of resource use. It will also support the objective which is aimed at preserving and enhancing water quality.

The existing reservoir is a nature conservation site. Significant development could have the potential to affect the quality of this site and steps must be taken to ensure that negative environmental sustainability effects do not occur. In addition, the western part of the SPA lies within Flood Zones 2 and 3. Therefore PPS25 guidance must be followed if new development is likely to take place in this area, applying the Sequential and Exception Tests, where appropriate.

Writtle College

Writtle College is a long established and nationally recognised land-based technologies college, which is seeking to expand and broaden its educational facilities and opportunities. It is a key employer in the Borough. In March 2009 planning permission was granted for the redevelopment of the central campus to provide new teaching facilities, sports hall, animal care and machinery workshop.

SA Comments:

The negative environmental effects of the expansion on the Green Belt are recognised whilst a small area to the North East of the Lordship Road, Campus is located within Flood Zones 2 and 3. This area is currently open space within the Campus and should ideally remain this way to alleviate any potentially issues with regards to flooding. Negative impacts against SA Objectives suggest that landscape change may also occur and it will be necessary to mitigate these through new landscaping, planting and any opportunities for habitat enhancement. Positive sustainability benefits arise through the long term social and economic benefits in that the expansion will create new jobs, and provide a recognised regional educational facility for all the community with Chelmsford and beyond.

4.5.5 Topic 5 Green Wedges

There are no major amendments proposed to the existing Green Wedges which have been broadly defined through the Core Strategy. However it was recognised that they have an important role in shaping the form and character of Chelmsford's Urban Area and can prevent inappropriate development within the floodplain. No detailed SA comments are deemed necessary in relation to Green Wedges although their future preservation ensures they would perform well against the environmental and social SA objectives.

4.5.6 Topic 6 Coastal Protection Belt

Chelmsford Borough's only coast is situated on the north bank of the Crouch Estuary and the general extent of the Coastal Protection Belt is defined on the Key Diagram of the Adopted Core Strategy which largely impacts on South Woodham Ferrers. The policy area included has already been assessed in Sustainability terms as part of the



Core Strategy process therefore no further comments or assessment are deemed necessary as part of this document. The Historic Environmental Characterisation Report has been reviewed as part of the SA baseline.

4.5.7 Topic 7 Protected Lanes

Protected Lanes are country lanes with considerable historic and landscape value that contribute to rural character. Policy DC15 of the Adopted Core Strategy identifies and protects these from development that may affect them. A review of lanes has been carried out by Essex County Council (Historic Environment Management Team) in 2009 and 2010. This scores the lanes against a set of criteria developed in line with modern assessments of historic and natural environment assets.

The villages of Little Leighs, Roxwell, Little Waltham, Mashbury Great Leighs, Highwood and Good Easter which have lanes which now lose their protected status have the potential to suffer some negative environmental and social impacts. This may threaten existing historic and landscape character. Any potential development along the lanes which may now result should be considered against the appropriate environmental policies contained within the Core Strategy and Development Control DPDs. The villages of Boreham, Danbury, West Hanningfield, Broomfield, Woodham Ferrers, Stock and Bicknacre have lanes which gain protected status and therefore safeguard their historic character from future development. The village of Little Baddow both loses and gains some Lanes therefore their performance in sustainability terms is more balanced.

4.5.8 Topic 8 Chelmsford Flood Alleviation Scheme

A flood alleviation scheme for the town centre of Chelmsford is a key piece of strategic infrastructure. It will provide an improved standard of protection to some 900 residential and commercial properties from a major flood event, and will enable the development of town centre brown field sites thereby securing the Council's agenda for growth and regeneration.

The flood alleviation scheme would comprise a barrier and flood storage area on the River Wid at Margaretting together with a series of works through the town centre. Subject to receiving relevant approvals and securing funding, construction of the project would commence in 2011.

To achieve the necessary level of protection for the town centre barrier options were considered on the River Can, River Chelmer and River Wid together with works through the town centre. These are set out in the Chelmsford Flood Alleviation Scheme Viability Study.

In sustainability terms the inclusion of a flood alleviation scheme will create a number of economic and environmental benefits. It will provide assurance and confidence for residents and commercial properties from the risk of flooding within Chelmsford. Developer's will be more likely to invest within the town if they the risk of flooding is reduced. Caution is however required when considering the design and implementation of the flood mitigation must avoid any significant impacts on the European sites downstream whilst the appearance of the barrier will need to preserve or enhance the existing character of the area through which it passes.



4.5.9 Topic 12 Employment Areas

The Proposed Submission SADPD identified employment areas of which three are new. The three main areas for further employment are outlined below and have been assessed as part of the relevant individual settlement appraisals detailed in Section 4.3:

- Temple Farm, West Hanningfield;
- Banters Lane, Great Leighs; and
- Beehive Lane Industrial Area (Beehive works), Great Baddow, Chelmsford main urban area.

Retention of the remaining, existing employment areas has not been separately assessed. Employment areas do provide positive economic and social benefits.

4.5.10 Topic 13 Neighbourhood Areas

Policy CP25 of the Core Strategy designates existing Neighbourhood Centres in the borough which include:

- South Woodham Ferrers Town Centre;
- Principal Neighbourhood Centre;
- Local Neighbourhood Centres.

No new neighbourhood centres are identified.

4.5.11 Topic 14 Open Space, Sports and Recreation Provision

Consultants have undertaken on behalf of the Borough Council, an assessment of open space, sports and recreational facilities across the Borough in line with Government guidance (PPG17). It should be noted that the majority of open space, sports and recreation provision referred to within the SADPD is already existing which includes Marsh Farm Country Park, South Woodham Ferrers, Hylands Park, Writtle, Danbury Park, Bulls Lodge and Hyde Hall, West Hanningfield. The SADPD also allocates a new strategic area of countryside and recreational use at Bulls Lodge Quarry, Boreham and a Destination Garden of National and Regional Significance at Hyde Hall, Rettendon.

4.5.12 Topic 15 Minerals and Waste

Essex County Council is responsible for minerals and waste planning including the existing and proposed strategies and sites.



Areas Likely to be Significantly Affected

The SEA Directive requires that the SA (Environmental) report identify the locations within the SADPD area that are likely to be significantly affected by the SADPD. Because this Sustainability report is required to comply with the requirements of the Directive those areas likely to be affected are highlighted in Table 4.1 below.

Table 4.1 Environmental Characteristics of Areas Likely to be Significantly Affected

Area Likely to be Significantly Affected	Environmental Characteristics
Chelmsford Urban Area (with the exception of north Chelmsford and Town Centre)	<p>The Potential Options SADPD put forward 18 sites within Chelmsford's main urban area for development. This included 3 brownfield sites which included 2 educational facilities and 1 government building. The other 15 sites were all UCS's.</p> <p>The Proposed Submission SADPD has reduced this to 12 sites which has seen the removal of sites which are considered unsuitable by reason of problematic access and unacceptable adverse impact on existing amenity including Sandford Road and Timsons Lane. The Submission SA has also seen the revision of the boundaries and removal of some Housing Sites to ensure they exclude residential garden land in line with the re-issued PPS3.</p> <p>Of the 12 sites 9 are located on brownfield land which ensures generally a positive response against the environmental SA criteria. The 3 greenfield sites are land at Kings Road, Clements Close and a new site at Stump Lane.</p> <p>3 new allocations are proposed; one is located at St. John's Hospital and is a larger allocation for approximately 300 dwellings. The site is a brownfield site, however there is a number of constraints associated with the site as the site forms part of a conservation area which has a number of Listed Buildings and Trees covered by TPO within its boundaries which will require careful design principles to be included within an proposed development,</p> <p>The St Cedd's site is for a small allocation at a former primary school which is located in a built up residential area in close proximity to Chelmsford's town centre which ensures it will be well serviced by existing amenities and facilities.</p> <p>The Stump Lane site is located to the east of Chelmsford's town centre. In sustainability terms the site performs well against the social criteria in that it will provide housing on an underutilised area of open space/ allotments. In environmental terms the performance is mixed.</p> <p>6 of the sites lie within the Flood Zone therefore the Sequential Test of PPS 25 has to be applied and passed. If the sites can pass the Sequential and Exception Tests then redevelopment would need to be supported by a Flood Risk Assessment (FRA) including appropriate mitigation measures. There are also potentially some minor impacts likely to affect the A12 and the local sewerage network which will be required to be upgraded to accommodate any new development. This applies generally to the majority of the sites.</p> <p>Overall the performance of the majority of the sites is positive as they are located within close proximity to Chelmsford's town centre which would provide a wide range of local amenities and facilities for new residents and the town is well serviced by a good public transport network which is easily accessible from all of the sites located within the urban area.</p> <p>One new employment site is proposed on the periphery of Chelmsford's main urban area at Beehive Lane Industrial Area. This will see the expansion of an existing industrial estate which is ensures that the impacts on the local area will be minimised compared to allocating a completely new site.</p>
Great Leighs	<p>Banters Lane proposed for expansion to the existing employment site. As the site is existing, the environmental impacts will be minimal.</p>



Table 4.1 (continued) Environmental Characteristics of Areas Likely to be Significantly Affected

Area Likely to be Significantly Affected	Environmental Characteristics
Writtle	<p>Residential Development proposed on existing urban capacity site. The land is brownfield which will reduce and minimise the environmental effects on the village character. Development may improve viability of existing services although greater use of private transport will result from journeys to town centre for higher order facilities. The site however is located in a sensitive location and has a number of protected trees on the site and is set in close proximity to a Conservation Area and Listed buildings which will require sensitive design principles to be included within any proposed development proposal.</p> <p>Writtle College to the north of the village is identified as a Special Policy Area which is recognised as a key employer and educational facility within the Borough.</p>
Edney Common	<p>The SADPD proposes land at 'The Nest' Highwood Road for a small residential development. In sustainability terms the village itself performs relatively poorly in terms of services and facilities and development of this site is likely to encourage new residents to commute out to the larger centres thereby increasing congestion and not mitigating climate change. However the site has some positive characteristics as it would result in development on Brownfield land as the site compromises a barn/ storage warehouse and vacant land. There is also a need to retain the trees on site and the hedging along the western boundary to help screen the site from existing residential dwellings.</p>
Boreham	<p>The SADPD considers land between Shearers Way and The Cock Inn, Main Road for a potential 25 dwellings. The SA is generally supportive of this proposal. The land is Brownfield land and can be viewed as infill. The village has local amenities to accommodate new development and lies within close proximity to Boreham Interchange and Chelmsford which would provide a wider range of facilities and a local employment for new residents. The site does lie adjacent to the Conservation Area at Martings Cottages which would require some sensitive design concepts to be administered to ensure the character of the Conservation Area could be maintained.</p> <p>A new strategic area of countryside and recreational use at Bulls Lodge Quarry is proposed as part of SADPD in tandem with the NCAAP which ensures an improved performance for the village against the environmental and social sustainability criteria.</p>
Galleywood	<p>Land at the rear of 24 to 70 Pyms Road, Beehive Lane proposed for new residential development. Vehicular access will be taken from Beehive Lane. The site performs relatively positively in sustainability terms. The site is brownfield land and the village has a good range of local amenities and services and good access to the local transport network. Also potentially proposing associated open space ensures further positive environmental and social impacts associated with the development. The covered reservoir to the south remains operational and any future development of the surplus land must consider the operational and access requirements of this facility.</p>



Table 4.1 (continued) Environmental Characteristics of Areas Likely to be Significantly Affected

Area Likely to be Significantly Affected	Environmental Characteristics
West Hanningfield	<p>Land proposed for 12 affordable housing dwellings at land east of Middlemead. The site lies outside the existing settlement boundary on greenfield land which is covered with a scattering of mature trees. As the site lies on greenfield land it will have negative impacts in environmental terms, however the existing trees will be protected and a landscaping scheme will be proposed as part of the development which is positive. In addition the provision of affordable housing will have a positive impact socially, providing housing for people on lower incomes and there are also proposals to provide car parking and bicycle parking facilities which is positive.</p> <p>The Adopted Core Strategy provides for a new Employment Area to be identified in the SADPD at Temple Farm, West Hanningfield which has significant implications on the environmental SA criteria.</p> <p>The land surrounding the site is known as Temple Wood which is a Local Wildlife Site that includes a number of mature trees, hedgerow and is habitat to a wide range of protected species. This site has nature conservation value and it is considered that significant economic development at Temple Farm could impact upon the integrity of this site without appropriate mitigation which may have negative impacts upon appropriate sustainability criteria. The proposed employment allocation creates the opportunity to potentially strengthen the local infrastructure, provide some local services and protect and potentially enhance the existing local environment quality.</p>
Morelands	<p>The SADPD proposes an area north of the village at Rettendon Morelands Industrial Estate, Tileworks Lane for housing and ties in with the Specialist Residential Accommodation site at Morelands Industrial Estate. The allocations are 'brownfield' sites which have substantial parts which are currently degraded by unauthorised uses and activities which now leave the sites requiring significant environmental improvement. The sites also lie on a former landfill site and represents redevelopment of a former industrial estate. These past uses may present the potential for contaminated land that must be assessed in line with PPS23. The HRA also requires adequate mitigation for potential disturbance effects on European Sites due to their proximity (within 3km). Development could however provide landscape enhancements, environmental improvements and the provision of additional specialist housing to meet identified local needs.</p>
Rettendon	<p>SADPD promotes a Destination Garden of National and Regional Significance at Hyde Hall which improves the performance of the village against the social and environmental sustainability criteria.</p>
Stock	<p>Small residential development proposed on land adjacent to 42-48 Brookmans Road. In sustainability terms the site performs positively as there are a number of existing local facilities within the village and transport links and bus services to Billericay in the south and Chelmsford in the north. The site is located on an underutilised brownfield land and the development opportunity potentially offers the chance to include an area of open space and improve the landscape character of the area which ensures a positive response in environmental terms.</p>
Runwell	<p>The Proposed Submission SADPD in accordance with the Core Strategy has allocated Runwell Hospital for development which covers 67ha and will include housing (approximately 600 dwellings), neighbourhood shopping, educational facilities, recreational facilities, new access including a roundabout, and highway improvements and public open space.</p> <p>The site lies in a rural area to the north east of Wickford. It consists of brownfield land and is located approximately 1km to the northeast of Runwell off the A132 and accessed off Runwell Chase. In sustainability terms performance is mixed. In environmental terms the site lies in a rural location within the green belt. It is isolated from the Runwell and Wickford and would be a stand alone development which would increase the dependency on car. The site is constrained with a lot of trees being covered by TPOs and the Chapel is also listed which would require sensitive planning to ensure their long term protection and to maintain their character. Positively, although the site lies within the green belt it is on brownfield land and is readily developable.</p>



Table 4.1 (continued) Environmental Characteristics of Areas Likely to be Significantly Affected

Area Likely to be Significantly Affected	Environmental Characteristics
Bicknacre	Land is identified for specialist residential housing at Saint Giles, Moor Hall Lane. Further development of specialist residential housing would potentially compliment the existing provision available from this location. It should be however be noted that the HRA advised that an adequate capacity within the wastewater treatment works would need to be demonstrated before any development is permitted within Bicknacre.
East Hanningfield	The SADPD considers a site for approximately 10 affordable dwellings on underutilised Greenfield land at Back Lane. The site lies outside/ adjacent to the existing settlement boundary to west of the village centre and Conservation Area. The site lies within 250m of a local employment area which could potentially provide a limited amount of jobs for new residents. The village has a limited range of local facilities which could potentially accommodate new development, however out-commuting will still be required to access a more substantial range services within Danbury, Chelmsford and potentially South Woodham Ferrers which are all located at least 3-4 km from the village. As the site lies on greenfield land it will have some negative impacts in environmental terms however the western part of the site has the potential to form a formal area of public open space which is positive. In addition the provision of affordable housing will have a positive impact socially, providing housing for people on lower income and the allocation will meet, in aggregate approximately 50% of the identified local need in the survey area.

4.7 Cumulative and Trans-boundary Effects

Cumulative effects are those effects that derive from the SADPD and which, in conjunction with the effects deriving from other Plans, Programmes and Strategies, including European Directives and the other DPD documents produced by the Borough Council may lead to significant positive or negative effects.

The appraisal matrix at Appendix C identifies likely cumulative effects. The effects are considered to be upon the following receptors and with a minimal number of negative effects are predicted.

Table 4.2 Significant Cumulative Effects

Receptor	Effect
Population	New job opportunities as a result of employment allocations and significant new build. Access to new, affordable housing will be available within the rural villages.
Material Assets	Recycling of waste including previously developed, brownfield land, required by SADPD and supported by EU and National policy to reduce and recycle waste.
Air	Reductions in the need to travel reduces emissions to air. This is unlikely be as positive in the rural areas because existing amenities and facilities are lacking. Promotion of cycling and walking and public transport reduces emissions to air in combination with greater accessibility to services and facilities.



Table 4.2 (continued) Significant Cumulative Effects

Receptor	Effect
Human health	Open space, cycling and walking networks encourage healthy living in combination with wider Core Strategy objectives for rest of Borough.
Landscape	Provision of greenspace and new landscape features in addition to protection of open countryside through Core Strategy and SADPD.

Whilst the geographical scope of the document is focussed upon Chelmsford Borough it is likely that certain effects will be felt within a wider geographical area. The appraisal matrix at Appendix C classifies spatial areas as urban and rural reflecting the different spatial character that is to be found within the SADPD area. The matrix also identifies effects at the Trans-boundary level, (areas outside the borough boundary). The following significant positive trans-boundary effects are identified. No significant negative effects are predicted.

Table 4.3 Significant Trans-Boundary Effects

Receptor	Positive Effect
Population	<p>The employment-led allocations will support the creation of new jobs which will benefit residents outside of the Borough.</p> <p>Through the provision of new job opportunities the SADPD will support the raising of incomes, including those on low incomes.</p>

4.8 Key Conclusions and Recommendations

This section has reported upon the sustainability assessments undertaken into the finalised options considered as part of the SADPD Proposed Submission document. The first part of the process undertook an appraisal of the document as a whole. When assessed against the sustainability objectives, the overall SADPD performs well and promotes the principles of sustainable development within Chelmsford Borough. A summary of performance is found in Section 4.2.

The second part of the sustainability appraisal focuses on assessing the existing characteristics of Chelmsford's main urban area (excluding NCAAP area and the Town Centre), 27 of the surrounding villages and South Woodham Ferrers. Building a profile of the existing settlements allowed for a qualitative review to be completed on assessing individual allocations proposed as part of the SADPD.

The main conclusions which can be made about Chelmsford main urban area are:



- The employment sites referred to in the SADPD have concentrated upon existing employment areas for allocations and these are reasonably distributed around the area to the extent that physical access to jobs should be achievable. Using existing sites also ensures that the infrastructure is in place and that construction disruption is generally minimised where possible. Only one new employment site is proposed which sees an expansion to the existing Beehive Lane Industrial Area located to south west of Chelmsford's main urban area. As an existing employment site, the impacts on the SA criteria will be minimised;
- Protection of the river valleys through green wedge status will support the existing character of the urban area, biodiversity and adaptation to climate change (flooding). It also provides the opportunities to encourage healthy activities including cycling and walking;
- Urban capacity and other new development allocations can support economic development and objectives concerned with access to homes. Furthermore the removal of sites which include backland and gardens and other open land is viewed as positive as development may have eroded local character. However there are still three greenfield sites identified and some sites include trees which must be preserved for their amenity, biodiversity and climate change mitigation benefits. There are also six sites which lie within the Flood Plain which will require the Sequential Test of PPS 25 has to be applied and passed. In addition some of sites are located within or in close proximity to Conservation Areas and include Listed Buildings therefore sensitive design principles will need to be applied to ensure their character is maintained and potentially enhanced;
- The sites identified within the urban area again perform positively against the sustainability criteria due to their location. Economically they are all within proximity to some form of employment which is accessible by public transport. Local services and facilities are adequately provided for within the town centre and within the local neighbourhood centres. Access is generally available to open space within the town in areas of open space and to the countryside beyond. The majority of the identified sites are allocated on brownfield land (with the exception of three) which is also positive;
- New built development will inevitably have affects on the existing local infrastructure which will include the A12 and local sewerage network.

The main conclusions which can be made with regards to the villages are:

- Affordable housing is now only proposed at West and East Hanningfield. The sites at Great Leighs, Roxwell, Danbury, Margaretting, West Hanningfield, Stock, Runwell have been removed. The reduction of affordable housing site allocations is overall environmentally positive as the sites lie on greenfield land development which has a negative impacts upon SA objectives concerned with the protection of soils, re-use of resources, (including land), landscape quality. However the provision of affordable housing would have had a positive impact socially, providing housing for people on lower incomes and may support existing village services and facilities where they exist. Therefore the reduction in sites numbers will weaken the SADPD performance against the social sustainability criteria;
- Residential development is proposed on urban capacity sites within Boreham, Edney Common, Galleywood, Rettendon (Morelands), Runwell, Stock and Writtle. Development on previously developed land ensures they perform positively against the sustainability criteria concerned with re-use of resources, best use of land and protection of the landscape;



- The Council's Adopted Core Strategy has not allocated any strategic housing and/or employment requirements to South Woodham Ferrers, therefore no additional allocations are required;
- The employment sites allocated include existing sites within Great Leighs, Boreham, West Hanningfield, Danbury, Galleywood and South Woodham Ferrers. Retention of employment uses supports rural employment and business growth which has positive environmental effects. Using existing sites also ensures that the infrastructure is in place and disruptions are generally minimised where possible;
- There is a proposed employment site at Temple Farm, West Hanningfield which is proposed within the Adopted Core Strategy. The proposed employment use for the site is considered to have some positive economic benefits in that it is assumed to support the creation of new jobs which may lead to increased prosperity in the Borough. However, as the site is in relative isolation from the centre of population it could encourage most employees to access the site by car, although it is recognised that a bus route does pass along Stock Road. Furthermore the site does not have any provision for the minimisation of road freight. Located adjacent to areas of nature conservation value mitigation would be required to ensure no biodiversity loss as a result of development. The Highways Agency also states that significant impacts may occur on the A12 therefore mitigation measures and improved infrastructure will be required as part of the development. The proposed employment allocation does however create the opportunity to potentially strengthen the local infrastructure, provide some local services and protect and potentially enhance the existing local environment quality;
- The settlements which have good access to local facilities and amenities and which are located in close proximity to the local transport network perform well against the sustainability criteria. These tend to be larger villages or those which are in close proximity to the main urban areas. These include Writtle, Boreham, Danbury, Galleywood, Stock, Runwell and South Woodham Ferrers. The smaller, more remote villages tend to perform poorly against the sustainability criteria.

The following recommendations are made:

- Local character should be preserved by the retention of existing trees on development sites and protection should be provided to existing open spaces within sites which can have ecological and wider environmental benefits;
- Development allocation sites close to the AQMA must demonstrate that new development will not raise levels of existing traffic and thereby reduce air quality;
- Consideration of cross-urban bus links is necessary to ensure that new housing allocations can access the main centres of employment and education;
- Improving the public transport network to the rural villages should be considered further. Although most of the development proposed in or surrounding the villages is generally small scale out-commuting is likely to be required in most cases;
- The conservation areas within urban Chelmsford and the villages should be afforded special consideration and there should be an assurance that proposed developments are designed carefully so as not to adversely affect their historic character;



- Providing affordable housing within rural villages is positive, particularly in social terms. However the sites allocated are all greenfield which does create a negative impact against the environmental sustainability criteria. Development should therefore be at relatively high density and should be supported by significant landscaping and open space provision;
- Provision of additional services and facilities at Temple Farm should potentially be considered as part of the employment allocation and further improvements could be provided to improve the local public transport network to access the site;
- Consultees have stated that there are potentially some impacts likely to affect the A12 and the local sewerage network which will required to be upgraded to accommodate any new development. This will require careful phasing;
- A number of the sites lie within the Flood Plain therefore the Sequential Test of PPS 25 has to be applied and passed. If a site can pass the Sequential and Exception Tests then redevelopment would need to be supported by a Flood Risk Assessment (FRA) including appropriate mitigation measures;
- The HRA requires adequate mitigation for potential disturbance effects on European Sites resulting from development at certain sites due to their proximity (within 3km);
- Development at Runwell Hospital of approximately 600 dwellings will have significant impacts on the small rural village of Runwell and the existing site has a number of buildings and trees which are of historic and environmental importance. In addition considerable infrastructural improvement will be required as part of any proposed development with better public transport linkages and provision of local amenities and facilities;
- The proposed site at St. John's Hospital is for approximately 300 dwellings which will have to consider similar recommendations to the Runwell Hospital site, however as it lies within Chelmsford's main urban area any potentially negative impacts may be less severe. Future occupiers of the site would be less dependant on the car and on out-commuting. The northern part of the site is designated as a Conservation Area were development restrictions will apply and it would be important to retain the character of the existing buildings as part of any proposed development.



5. Conclusion

This document forms the sustainability report to accompany the SADPD Proposed Submission Document. It provides a summary of the baseline environmental conditions which exist within the plan area together with a review of the key plans, programmes and strategies which provide the wider context within which the plan will operate.

Having developed an understanding of the baseline conditions, and in particular the environmental problems and sensitivities that exist within the plan area Entec have appraised the performance of the SADPD against a set of agreed sustainability objectives and criteria. For consistency, these objectives are the same as those used to assess the sustainability of the Core Strategy and Development Control Policies DPD. The approach to the assessment has been to appraise the performance of the SADPD document as a whole against the SA Objectives. Individual consideration has also been undertaken to the sustainability of the final allocations considered for Chelmsford's urban area and 26 of the surrounding villages and South Woodham Ferrers. The findings of the appraisals are contained within the relevant sections of this report. The policy basis for the identification of all of these sites stems from the Core Strategy and Development Control DPD policies which have previously been the subject of a separate SA appraisal.

Following the revocation of Regional Spatial Strategies by the Government on 6th July 2010, Chelmsford Borough Council will await further government guidance before committing to new Gypsy and Traveller Sites within the Borough. As a result of this, it is understood that there will be no consultation on the provision of Gypsy, Traveller and Travelling Showpeople Accommodation within Chelmsford in 2010 and these sites have been removed from the SADPD.

The allocations which have been identified within the Plan are considered to be broadly sustainable, particularly those located within Chelmsford urban area. The proposed allocations are located within close proximity to good public transport linkages including a bus service and train station. Chelmsford has a wide range of facilities and amenities which will provide for the needs of new residents or employees within the town centre and the local neighbourhood centres. The sites identified within the urban areas are largely brownfield which is positive when considered against objectives concerned with the protection of landscape, re-use of resources and protection of biodiversity habitat (in most cases). Overall close proximity to the main employment areas also ensures that residents can benefit from easy physical access to jobs and skills, including general educational needs.

With regards to the villages the sustainability performance is dependent on their location and access to public transport and facilities. As a result it tends to be the larger villages or those which are in close proximity to the main urban areas which perform as the best locations for development. These include Writtle, Boreham, Danbury, Galleywood, Stock, Runwell and South Woodham Ferrers. The smaller, more remote village on the whole tend to perform less well.



Development on the rural sites will require some mitigation measures in order to address certain negative impacts. These will include enhancement to public transport provision in certain villages together with design measures to reduce the impact of the built development together with the provision of new areas of landscaping where this is achievable (both mitigation measures are particularly relevant to the new employment site at Temple Farm and the significant proposed development at Runwell Hospital).



Appendix A

Compatibility Assessment



SADPD Topics	SA Objectives							
	To achieve sustainable levels of prosperity and economic growth.	To deliver more sustainable patterns of location of development.	To protect and maintain our most vulnerable assets such as designated habitats, landscapes of natural beauty and our historic built heritage and to improve the wider environment by adequate investment and management.	To reduce greenhouse gas emissions.	To achieve a more equitable sharing of the benefits of prosperity across all sectors of society and fairer access to services focusing on deprived areas.	To use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources or recycled alternatives wherever possible.	To minimise our production of by-products or wastes, aiming for 'closed systems' where possible.	To revitalise town centres to promote a return to sustainable urban living.
Green Belt Boundary	Neutral	Positive compatible	Positive compatible	Positive compatible	Neutral	Neutral	Neutral	Neutral
Settlement Boundaries	Neutral	Positive compatible	Possible Conflict	Neutral	Neutral	Neutral	Neutral	Possible Conflict
Sustainable Transport	Neutral	Positive compatible	Positive compatible	Positive compatible	Positive compatible	Neutral	Neutral	Positive compatible
Special Policy Areas	Positive compatible	Positive compatible	Possible Conflict	Neutral	Neutral	Neutral	Neutral	Neutral
Green Wedges	Neutral	Positive compatible	Positive compatible	Neutral	Neutral	Neutral	Neutral	Neutral
Coastal Protection Belt	Neutral	Neutral	Positive compatible	Neutral	Neutral	Neutral	Neutral	Neutral
Protected Lanes	Neutral	Neutral	Positive compatible	Positive compatible	Neutral	Neutral	Neutral	Neutral
Chelmsford Flood Alleviation Scheme	Positive compatible	Positive compatible	Positive compatible	Neutral	Positive compatible	Neutral	Neutral	Positive compatible
Housing Proposed	Neutral	Positive	Possible Conflict	Positive	Neutral	Positive compatible	Neutral	Neutral



SADPD Topics	SA Objectives							
	To achieve sustainable levels of prosperity and economic growth.	To deliver more sustainable patterns of location of development.	To protect and maintain our most vulnerable assets such as designated habitats, landscapes of natural beauty and our historic built heritage and to improve the wider environment by adequate investment and management.	To reduce greenhouse gas emissions.	To achieve a more equitable sharing of the benefits of prosperity across all sectors of society and fairer access to services focusing on deprived areas.	To use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources or recycled alternatives wherever possible.	To minimise our production of by-products or wastes, aiming for 'closed systems' where possible.	To revitalise town centres to promote a return to sustainable urban living.
Sites		compatible		compatible				
Proposed Affordable Housing Sites	Neutral	Positive compatible	Possible Conflict	Neutral	Positive compatible	Neutral	Neutral	Possible Conflict
Specialist Residential Accommodation	Neutral	Positive compatible	Positive compatible	Neutral	Positive compatible	Neutral	Neutral	Neutral
Employment Areas	Positive compatible	Positive compatible	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Neighbourhood Centres	Positive compatible	Positive compatible	Neutral	Neutral	Positive compatible	Neutral	Neutral	Positive compatible
Open Spaces, Sports and Recreation Provision	Neutral	Positive compatible	Positive compatible	Neutral	Positive compatible	Neutral	Neutral	Neutral
Minerals and Waste	Neutral	Neutral	Positive compatible	Positive compatible	Neutral	Positive compatible	Positive compatible	Neutral



SADPD Topics	SA Objectives							
	To achieve sustainable levels of prosperity and economic growth.	To deliver more sustainable patterns of location of development.	To protect and maintain our most vulnerable assets such as designated habitats, landscapes of natural beauty and our historic built heritage and to improve the wider environment by adequate investment and management.	To reduce greenhouse gas emissions.	To achieve a more equitable sharing of the benefits of prosperity across all sectors of society and fairer access to services focusing on deprived areas.	To use natural resources, both finite and renewable, as efficiently as possible, and re-use finite resources or recycled alternatives wherever possible.	To minimise our production of by-products or wastes, aiming for 'closed systems' where possible.	To revitalise town centres to promote a return to sustainable urban living.
<p>Comments and Recommendations:</p> <p>The Objectives Assessment has taken the Site Allocations and designations topics considered within the SADPD and reviewed them against the SA Objectives. Each of the topics are presented under the same themes as outlined within the Core Strategy which include Managing Growth, Environmental Protection and Enhancement, Balanced Communities, Economic Prosperity, Quality of Life and Minerals and Waste.</p> <p>It is concluded that the Topics are generally supportive of the over-arching SA objectives. The topics which propose new housing or employment sites within the Borough tend to perform positively against the 'delivering sustainable patterns of development' objective. There is some potential conflict with the protection of areas of environmental importance. This is particularly relevant to Topics 9 although the majority of the site sites are proposed on brownfield land there are several which are located on Greenfield land and St. Johns Hospital in particular which is located within a Conservation Area and includes a number of Listed Buildings. Topic 10 is similar as the identified affordable housing sites are located on greenfield land and in close proximity to some Conservation Areas within the rural villages. It should however be noted that the number of Greenfield affordable housing allocations being promoted within the final options has been reduced from ten to two which is positive in environmental terms, however still marginally negative overall. The positive social impacts of affordable housing provision will also be lessened marginally by the reduction in allocations.</p> <p>In addition when considering the individual Plan topic of affordable housing sites there is also a possible conflict against the SA Objective to support town centres. This is because the sites are located outside of defined boundaries away from centres.</p> <p>Consideration needs to be given to the historic character of the Borough and ensure it is protected through the implementation of the Site allocations document.</p>								



Appendix B

Monitoring Indicators



The indicators were identified within the 2007 Scoping Report as part of a wider suite of indicators that have been chosen in order to monitor the successful implementation of the wider LDF. With the revocation of the East of England Plan, the indicators have been further simplified, with an emphasis towards the data collected and reported within the Council's AMR.

Sustainability Objective	Indicator	Target	Rationale
Objective 1: To achieve more sustainable levels of prosperity and growth.	Employment Levels/Unemployment.	Reduce unemployment	
	Amount of land developed by employment type	Contextual	CBC AMR
	Net changes in land developed for business (B1-B8) by type which is in an LDF defined development or regeneration area.	Contextual	CBC AMR
Objective 2: To deliver more sustainable patterns of development.	Amount of New Residential Within 30 Minutes Public Transport of: a GP; a Hospital; a Primary School; a Secondary School; Areas of Employment; and a Major Retail Centre(s)	90% of households	CBC AMR
	Introduction of passenger information systems, park and ride.	Introduce three park and ride schemes	Chelmsford Transport Strategy
	Mode of travel (% of car, bus, rail and other transport use).	Increase proportion of journey's taken by modes other than car from 29% in 1998 to 25% by 2020.	Regional Social Strategy



Sustainability Objective	Indicator	Target	Rationale
Objective 3: To protect and maintain our most vulnerable assets such as designated habitats, landscapes or natural beauty and our historic heritage and to improve the wider environment by adequate investment and management.	Net dwelling completions on previously developed land	60%	CBC AMR
	Percentage of main rivers as good or fair quality.	Increase	Audit Commission Voluntary Quality of Life Indicators
	Biological quality of rivers.	Maintain	Biodiversity Strategy for England
	Number and size of local wildlife sites.	Increase	Chelmsford Biodiversity Strategy
	Change in Areas and Populations of Biodiversity Importance.	Avoid development that adversely affects priority species and habitats	CBC AMR
	Number of buildings at risk. Conservation Area appraisals completed.	Decrease number at risk Prepare appraisals for all conservation areas within the Plan boundary	SD framework for the East of England and Chelmsford Historic Environment Project
	Number of days per year any air quality parameters exceed national standards.	Contextual	SD framework for East of England

Sustainability Objective	Indicator	Target	Rationale
Objective 4: To reduce greenhouse gas emissions.	Percentage of energy generated from renewable resources.	10% by 2010, 17% by 2020	UK SD Strategy
Objective 5: To achieve a more equitable share of benefits of prosperity across all sectors of society and fairer access to services, focussing on deprived areas.	Increase in affordable housing.	150 units per annum	CBC AMR
	Annual completion rate for housing affordable housing.	Contextual	CBC AMR
Objective 6: To use natural resources both finite and renewable as efficiently as possible and re-use finite or recycled alternatives wherever possible.	Reduction in energy consumption.	Ensure all developments designed to optimise energy efficiency.	CBC AMR
	Number of BREEAM/CSH buildings.	Increase	
	Reduction of water used.	Reduce water demand	UK SD strategy



Sustainability Objective	Indicator	Target	Rationale
Objective 7: To minimise our production of by-products or wastes, aiming for closed systems where possible.	Total amount of waste collected per household.	Reduce	Regional Waste Strategy
	Percentage of household and commercial waste that is recycled.	Household: 40% at 2005, 50% at 2010, 70% 2015, Commercial 66% at 2005, 75% at 2015. 25% household reduction	Regional Waste and Minerals Strategy UK SD Strategy
Objective 8: To revitalise town centres to promote a return to sustainable urban living.	Number of noise complaints received.	Reduction	Contextual



Appendix C

Sustainability Appraisal of Overall SADPD



Sustainability Appraisal of the DPD Potential Options Report

Table C1 sets out the SA framework, developed to meet the requirements of the SA Guidance (including the requirements of the SEA Directive). It contains the SA objectives and appraisal criteria (presented in Section 3). The matrix also includes the timescale of the effect and a commentary. These are briefly explained below:

Timescale

Will the effect manifest itself in the short, medium or the long term? In the context of the DPD, the short term can be interpreted as being within the first few years or so of the DPD, the medium term within the lifetime of the DPD, and the longer term beyond this.

Commentary

The commentary text within the matrix and summary text within the report will identify possible mitigation measures, in the form of amendments to policy or inclusion/removal of policy to increase the opportunity for sustainable development. Where a score is indicated as 'uncertain' the commentary should identify ways in which this uncertainty could be reduced, for example, through additional data collection or further consultation with experts.

Cumulative Effects

Cumulative effects, as well as the temporary/permanence and likelihood of the effects are identified within the commentary.

Geographical

Geographical effects will be noted where the effect is felt differentially within, for example different wards, rural or urban areas or sites outside the Borough.

The DPD as a whole was considered against each of the SA Objectives in the matrix (Table C1). This was informed by the baseline data and evidence gathered as part of the Scoping Report. The detailed criteria are used to inform the assessment, although the individual criteria are not answered. The results are recorded using the measures identified in Table C1.

Table C1 Overall SA of Proposed SADPD Submission Document

Site Allocations Proposed Submission Document															
Sustainable Development Objectives and Criteria	Key Baseline Info and Target (Where Available)	Geographic Scale			Timescale			Cumulative	Commentary, Including Prevention, Reduction, Offsetting of Adverse Effects						
		Chelmsford		Trans-Boundary	Short Term	Medium Term	Long Term, Beyond Plan Period								
		Urban	Rural												
1. To Achieve Sustainable Levels of Prosperity and Economic Growth															
a) Will it generate new and lasting full-time jobs for the borough in accessible locations?	In May 2009 Oxford Economics concluded that the net increase in employment forecast for the Borough between 2006 and 2026 ranges from 9,900 (severe recession) to 11,000 (faster recovery) with 10,800 growth as baseline.	➔ ➔	➔ ➔	◇	▲	▲	▲	▲	There are a number of existing employment sites safeguarded within close proximity to Chelmsford's main urban which includes existing established sites at Great Baddow and Dukes Park. The only new allocation proposed within Chelmsford is at Beehive Industrial Estate which is an existing Industrial area. Proposing sites in existing employment areas minimises disruption to existing communities and benefits from the use the existing infrastructure to access the sites. Locating sites around Chelmsford ensures that jobs created will be in close proximity to the majority of the residents within the Borough supports reductions in the need to travel, maximises opportunities to use public transport and to cycle. There is also a site proposed within an existing industrial estate at Great Leighs. This site although rural has good access from the A131. South Woodham Ferrers is the second largest settlement within the Borough therefore the jobs safeguarded here will be in close proximity to residents which will have similar positive benefits to those identified for Chelmsford above.						
Key															
⬅ ⬅	Move away significantly	⬅	Move away marginally	➔	Move towards marginally	➔ ➔	Move towards significantly	▲	Positive Impact	▼	Negative Impact	⚖	No Impact	◇	Uncertain

Table C1 (continued) Overall SA of Proposed SADPD Submission Document

Site Allocations Proposed Submission Document															
Sustainable Development Objectives and Criteria	Key Baseline Info and Target (Where Available)	Geographic Scale			Timescale			Cumulative	Commentary, Including Prevention, Reduction, Offsetting of Adverse Effects						
		Chelmsford		Trans-Boundary	Short Term	Medium Term	Long Term, Beyond Plan Period								
		Urban	Rural												
1. To Achieve Sustainable Levels of Prosperity and Economic Growth															
a) ...continued									The Adopted Core Strategy provides for a new Employment Area to be identified in the SADPD at Temple Farm, West Hanningfield. This is a more rural location and whilst it is served by public transport, the distance from the main population is such that it is likely to require greater distances to travel. The allocation is however likely to support the delivery of jobs in the rural southern part of the borough. It is recommended that the allocation of employment sites matches the demand for jobs estimated to derive from the projected growth in housing. New and existing allocations should be in close proximity to major areas of population. In instances where sites are less accessible, for example West Hanningfield it will be essential that policies and procedures are put in place to reduce the need to travel using green travel plans and improvements and upgrades to the existing infrastructure are included to accommodate new development. The document should ensure that sufficient employment land is allocated to support the projected housing growth and in locations were jobs are needed most.						
Key															
← ←	Move away significantly	←	Move away marginally	→	Move towards marginally	→ →	Move towards significantly	▲	Positive Impact	▼	Negative Impact	⚡	No Impact	◇	Uncertain

Table C1 (continued) Overall SA of Proposed SADPD Submission Document

Site Allocations Proposed Submission Document															
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		Chelmsford		Trans-Boundary	Short Term	Medium Term	Long Term, Beyond Plan Period								
		Urban	Rural												
1. To Achieve Sustainable Levels of Prosperity and Economic Growth															
b) Will it encourage inward investment?	Overall number of businesses fallen with emphasis on micro and SME.	➔	➔	◊	▲	▲	▲	▲	The designation of employment areas in both urban and rural locations could be indirectly positive encouraging an increase in the number of businesses in the borough or by attracting investment into Chelmsford Borough from neighbouring areas.						
c) Will it help diversify the economy?	Majority of employment in service, manufacturing, construction and business also well represented.	➔	➔	◊	▲	▲	▲	▲	Indirect, however the allocation of Writtle Collage as a special policy area could potentially enhance and expand educational facilities and opportunities within the borough.						
d) Will it encourage innovation, especially entrepreneurial activity in disadvantaged areas?	The largest employment sectors in Chelmsford Borough are Public Administration, Education and Health (23,500 people employed within this sector), Distribution, Hotels & Restaurants (16,800), and Finance, IT, other business activities (15,800). (AMR2009).	✂	✂	✂	✂	✂	✂	✂	No clear relationship between the criteria and the plan. Allocation of employment sites in the north west of the urban area would provide opportunities to locate job creating development in the more deprived parts of the Borough.						
Key															
↖	Move away significantly	↖	Move away marginally	➔	Move towards marginally	➔	Move towards significantly	▲	Positive Impact	▼	Negative Impact	✂	No Impact	◊	Uncertain

Table C1 (continued) Overall SA of Proposed SADPD Submission Document

Site Allocations Proposed Submission Document										
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		Urban	Rural							
1. To Achieve Sustainable Levels of Prosperity and Economic Growth										
e) Will it increase manufacturing?	The number of jobs within the manufacturing industry has fallen by 1,100 (18%) since 2001. (AMR 2009)	←	↔	↔	↔	↘	↘	↘	Present trends are for a decline in manufacturing. Traditionally manufacturing areas have been in the inner urban areas and policy support for housing growth in these locations may place pressure on existing manufacturing areas activities although it is recognised that no existing manufacturing sites appear to be allocated for residential development. New employment allocations should include for the manufacturing classes of use.	
f) Will it encourage the creation of new business start-ups?	Vat registration 10.8%, de-registration 7.5% in 2007 against regional average of 9.6% and 7.2%.	→	→	↗	↗	↗	↗	↗	The allocation of one urban and two new rural employment areas may have an indirect positive impact upon the creation of new business start ups.	
g) Will it help to support and encourage the growth of rural business?	There are no explicit targets for regional economic prosperity in rural areas.	↔	→ →	↗	↗	↗	↗	↗	The document allocates two new sites for Rural Employment development one of which is the expansion of an existing site at Great Leighs and the second which more significantly sees the creation of a new site a Temple Farm, West Hanningfield which main is to crate a new employment led development to encourage the growth of rural business. The SADPD Submission document also considers safeguarding a number of established sites within the rural villages.	

Key

←	Move away significantly	↔	Move away marginally	→	Move towards marginally	→ →	Move towards significantly	▲	Positive Impact	↘	Negative Impact	↔	No Impact	◇	Uncertain
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Table C1 (continued) Overall SA of Proposed SADPD Submission Document

Site Allocations Proposed Submission Document									
Sustainable Development Objectives and Criteria	Key Baseline Info and Target (Where Available)	Geographic Scale			Timescale			Cumulative	Commentary, Including Prevention, Reduction, Offsetting of Adverse Effects
		Chelmsford		Trans-Boundary	Short Term	Medium Term	Long Term, Beyond Plan Period		
		Urban	Rural						
1. To Achieve Sustainable Levels of Prosperity and Economic Growth									
h) Will it result in people being better trained?	There are 30,400 people in Chelmsford trained to GNVQ level 4 or higher and 11,400 with no qualifications (2009). No specific targets provided.	➔	➔	⬆	⬆	⬆	⬆	⬆	Writtle College designated a special policy area as a Policy Area will contribute towards a better spread of provision across the Borough.
i) Will it help to improve the average qualifications gained at age 19?	Education scores for Chelmsford in 2004 show that most deprived areas educationally include SOAs within Patching Hall and St Andrew's wards.	➔	➔	⬆	⬆	⬆	⬆	⬆	As above.
j) Will it encourage the adoption by organisations of higher standards of environmental and social stewardship?	Essex is proposing to develop a Resource Management Initiative (RMI) to create higher standards.	⚖	⚖	⚖	⚖	⚖	⚖	⚖	No clear relationship between the objective and the plan.

Key

←	Move away significantly	←	Move away marginally	→	Move towards marginally	→	Move towards significantly	▲	Positive Impact	▼	Negative Impact	≡	No Impact	◇	Uncertain
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Site Allocations Proposed Submission Document															
Sustainable Development Objectives and Criteria	Key Baseline Info and Target (Where Available)		Geographic Scale		Timescale			Cumulative	Commentary, Including Prevention, Reduction, Offsetting of Adverse Effects						
			Chelmsford		Trans-Boundary	Short Term	Medium Term			Long Term, Beyond Plan Period					
			Urban	Rural											
2. High Level Objective 2: To Deliver More Sustainable Patterns of Location of Development															
a) Will it encourage development on previously developed/brownfield land and minimise the development of land within the most environmental, agricultural and amenity value?	The Adopted Core Strategy emphasis in the period up to 2011, will be on maximising the re-use of previously developed land and buildings within existing built-up areas (mainly Chelmsford's main urban area). Guidelines in the East of England suggest that 60% of all new homes should be provided on brownfield sites.		➔ ➔	➔	⬆	⬆	⬆	⬆	⬆	Of the 12 sites located within Chelmsford's main urban area 9 will be located on brownfield sites. Of the 7 sites allocated for housing elsewhere in the Borough 6 will be located within the defined settlement boundaries on brownfield sites with the exception of Site Allocation 15 in Galleywood which involves development on brownfield and greenfield land although it should be noted no overall net loss of green space is proposed on the site. Of the 10 affordable housing sites previously proposed as potential options only 2 have been maintained within West and East Hanningfield. This is positive in against these criteria because it increases the proportion of development upon brownfield and minimises development on agricultural land.					
Key															
⬅ ⬅	Move away significantly	⬅	Move away marginally	➔	Move towards marginally	➔ ➔	Move towards significantly	⬆	Positive Impact	⬇	Negative Impact	⚖	No Impact	◇	Uncertain

Table C1 (continued) Overall SA of Proposed SADPD Submission Document

Site Allocations Proposed Submission Document																
Sustainable Development Objectives and Criteria	Key Baseline Info and Target (Where Available)					Geographic Scale		Timescale			Cumulative	Commentary, Including Prevention, Reduction, Offsetting of Adverse Effects				
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						Urban	Rural									
2. High Level Objective 2: To Deliver More Sustainable Patterns of Location of Development																
a) ... continued																
b) Will it help to reduce the number of vacant buildings and amount of derelict land?	4% of homes within the borough are empty. A strategy agreed since 1999 has been dedicated to vacant properties back into use.					➔ ➔	➔	◊	⬆	⬆	⬆	⬆	The SADPD does identify 16 of its 19 sites on previously developed land within Chelmsford and within the development boundaries of the surrounding villages which will inevitably reduce the amount of derelict land and vacant buildings within the Borough.			
Key																
⬅ ⬅	Move away significantly	⬅	Move away marginally	➔	Move towards marginally	➔ ➔	Move towards significantly	⬆	Positive Impact	⬇	Negative Impact	⚖	No Impact	◊	Uncertain	

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			Urban	Rural											
2. High Level Objective 2: To Deliver More Sustainable Patterns of Location of Development															
c) Will it help to reduce the distances people need to travel to work, particularly reducing the need to out-commute?	Chelmsford enjoys high levels of accessibility by public transport. Out of a total of 638 net new dwellings constructed in 2008 96.86% were within 30 minutes travel time of major local amenities which included hospitals, retail and employment bases.		➔ ➔	➔	⬆	⬆	⬆	⬆	⬆	Emphasis upon the concentration of development in urban area, linked to a promotion of accessibility. There is however small scale development proposed within some of the surrounding villages which do not have an existing or proposed significant employment base. Out-commuting will therefore be required. Temple Farm is proposing a new employment allocation which will provide a number of jobs to the south of Chelmsford in particular.					
d) Will it help to reduce reliance on the private car?	Based on 2007 National Statistics approximately 16% of houses have no cars or vans, well below the average in England (27%). In contrast approximately 31% of Chelmsford households have 2 or more cars or vans compared to 25.5% for England.		➔ ➔	⬅	⬆	⬆	⬆	⬆	⬆	A Park and Ride site at Widford has been identified as an 'Area of Search' and an area of land adjacent to the Sandon Park and Ride Site is allocated for an extension to that site. Concentrating development in urban areas which may help to reduce reliance upon the private car. Development proposed within the rural villages which have weaker public transport linkages will still create a reliance on using the car. It is acknowledged however that housing sites in rural areas tend to be in locations with the greatest number of services and facilities.					
Key															
⬅ ⬅	Move away significantly	⬅	Move away marginally	➔	Move towards marginally	➔ ➔	Move towards significantly	⬆	Positive Impact	⬇	Negative Impact	⚖	No Impact	⬆	Uncertain

Table C1 (continued) Overall SA of Proposed SADPD Submission Document

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		Chelmsford		Trans-Boundary	Short Term	Medium Term	Long Term, Beyond Plan Period								
		Urban	Rural												
2. High Level Objective 2: To Deliver More Sustainable Patterns of Location of Development															
e) Will it encourage more walking, cycling or travelling by bus or train?	There are 59 bus routes, 3 train stations and 2 train lines within Chelmsford. There are 25 kms of cycle routes in Chelmsford. Target is to Increase bus use by 10%.	➔ ➔	➔	⬆	⬆	⬆	⬆	⬆	The SADPD promotes an extensive network of cycle routes around Chelmsford's main urban area branching to Great Waltham in the north and the village of Writtle to the west. Further cycle routes are promoted around South Woodham Ferrers and Runwell in the south. The Proposed Submission will also include revisions to the Baddow to Chelmsford cycle route which will be accessed under the Chelmer Viaduct.						
Key															
⬅ ⬅	Move away significantly	⬅	Move away marginally	➔	Move towards marginally	➔ ➔	Move towards significantly	⬆	Positive Impact	⬇	Negative Impact	⚖	No Impact	⬆	Uncertain

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			Urban	Rural											
2. High Level Objective 2: To Deliver More Sustainable Patterns of Location of Development															
f) Will it help to reduce traffic congestion and improve road safety?	There were 200,313 car journeys into Chelmsford in 2002/03. 40% reduction sought in the number of people killed or seriously injured in road accidents by 2010.		←	←	▲	◇	◇	◇	▲	Overall, concentration of development in urban areas and within the rural villages (particularly the Runwell Hospital and Temple Farm sites) will create greater congestion; however the allocation of one park and ride scheme and an extension at Sandon, should help to mitigate this along with cycleways. The Highways Agency has identified some concerns with regard to traffic along the A12.					
g) Will it reduce freight movements and associated environmental impacts?	88% of national freight movements are by road. No specific targets provided.		≡	≡	≡	≡	≡	≡	≡	The SADPD does not refer to freight movements.					
h) Will it help to create a well designed, mixed use and exciting urban environment?	There are twenty four conservation areas within CBC.		→	→	≡	≡	▲	▲	▲	There are long term opportunities for mixed use developments within the Plan period which may include residential led development at St. John's Hospital within Chelmsford's main urban area and Runwell Hospital.					
Key															
← ←	Move away significantly	←	Move away marginally	→	Move towards marginally	→ →	Move towards significantly	▲	Positive Impact	▼	Negative Impact	≡	No Impact	◇	Uncertain

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						Urban	Rural									
2. High Level Objective 2: To Deliver More Sustainable Patterns of Location of Development																
i) Will it minimise the risk of flooding taking account of climate change and locating development away from areas of high flood risk?	Chelmsford, Little Waltham, Great Baddow and other rural villages within the Chelmer, Can and Wid catchments are susceptible to flooding.					➔	↔	➔	↔	➔	➔	↔	A flood alleviation scheme for the town centre of Chelmsford is a key piece of strategic infrastructure. It will provide an improved standard of protection to some 900 residential and commercial properties from a major flood event. A number of the sites lie within the Flood Plain therefore the Sequential Test of PPS 25 has to be applied and passed. If the site can pass the Sequential and Exception Tests then redevelopment would need to be supported by a Flood Risk Assessment (FRA) including appropriate mitigation measures.			
j) Will it provide additional leisure facilities, green spaces and improve access to existing facilities and the wider countryside including opportunities for people to come unto contact with and appreciate wildlife and wild places (including woodlands, parks)?	Open space Assessment 2004 identifies under-provision of parks and gardens, biggest deficit in Chelmer Village, Beaulieu Park and Springfield North. Chelmsford Borough Council has five Green Flag awards for seven of its parks. Three parks, Admirals Park, Tower Gardens and West Park, combine to form one award.					➔	➔	➔	⬆	⬆	⬆	⬆	The SADPD also allocates a new strategic area of countryside and recreational use at Bulls Lodge Quarry, Boreham and, a Destination Garden of National and Regional Significance at Hyde Hall, Rettendon. The document ensures the protection and enhancement of the Green Wedges (River Chelmer North Green Wedge, Blackwater Navigation East Wedge and River Can/Wid West Green Wedge). The Plan proposes no loss to the Coastal Protection Belt.			
Key																
⬅	Move away significantly	⬅	Move away marginally	➔	Move towards marginally	➔	Move towards significantly	⬆	Positive Impact	⬇	Negative Impact	↔	No Impact	⬆	Uncertain	

Table C1 (continued) Overall SA of Proposed SADPD Submission Document

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		Urban	Rural						
2. High Level Objective 2: To Deliver More Sustainable Patterns of Location of Development									
k) Will it provide a co-ordinated & enhanced public transport system with innovative developments (e.g. park and ride).	Borough's overall vision for future development includes a commitment to an integrated transport strategy.	➔ ➔	✧	▲	▲	▲	▲	▲	The document promotes sustainable transport identifying a new park and ride site at Widford

Key

← ←	Move away significantly	←	Move away marginally	➔	Move towards marginally	➔ ➔	Move towards significantly	▲	Positive Impact	▼	Negative Impact	✧	No Impact	◇	Uncertain
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		Urban	Rural							
3. To Protect and Maintain our Most Vulnerable Assets such as Designated Habitats, Landscapes of Natural Beauty and our Historic Built Heritage and to Improve the Wider Environment by Adequate Investment and Management										
a) Will it help to reduce any sources of pollution?	The main sources of pollution within the Borough are traffic related rather than of industrial origins. 75% of noise complaints 2003/4 domestic.	←	←	↔	↔	↘	↘	↘	Concentration of development could increase noise and air quality issues. Local pollution issues could occur in certain parts of the Borough where new development is proposed (particularly St. John’s Hospital, Chelmsford and Runwell Hospital). Monitoring, mitigation may be required. The Plan identifies UC sites in close proximity to the AQMA Rural development is proposed in a number of villages as part of the plan and will have a negative impact as reliance on using the car will be required. The Plan promotes the sustainable transport concept which includes proposals for a new park and ride site at Widford and the improvement of the local cycle network which may have a positive impact upon the reduction of sources of air pollution by reducing the use of private cars. However, this mitigation is unlikely to outweigh the effects arising from new development.	

Key

←	Move away significantly	←	Move away marginally	→	Move towards marginally	→	Move towards significantly	↗	Positive Impact	▼	Negative Impact	↔	No Impact	◇	Uncertain
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			Urban	Rural											
3. To Protect and Maintain our Most Vulnerable Assets such as Designated Habitats, Landscapes of Natural Beauty and our Historic Built Heritage and to Improve the Wider Environment by Adequate Investment and Management															
b) Will it protect existing and/or create new existing habitats/ wildlife sites taking into account climate change (e.g. European Protected sites, SSSIs, LNR and inter-tidal habitats)?	27.09% of the total borough is non-arable/urban semi-natural habitat (including amenity open space). This compares to 8320 hectares (24.31%) in the early 1990s. Within Chelmsford there are: Six Sites of Special Scientific Interest (SSSI); One hundred and fifty Local Wildlife Sites (LWS); Two Local Nature Reserves (LNRs) . There are over 1600 Local Wildlife Sites (LoWS) in Essex and these all play a fundamental role for the long term survival of wildlife The estuary to the south and east of South Woodham Ferrers is designated as a Special Protection Area and a Ramsar site.		➔	➔	◊	⬆	⬆	⬆	⬆	The SADPD does make reference to European protected sites, SSSIs and LNRs on the plans however they are not referred to in detail within the main document. The document ensures the protection and enhancement of the Green Wedges (River Chelmer North Green Wedge, Blackwater Navigation East Wedge and River Can/Wid West Green Wedge). The document also requests the protection of the boundaries for of the Coastal Protection Belt, Major open spaces and conservation areas. There is an opportunity for the protection of additional protected lanes. Temple Farm is located adjacent to Temple Wood LNR which will require protection and the HRA outlines sites which could potential effect the European Protected sites within the Borough.					
Key															
⬅	Move away significantly	⬅	Move away marginally	➔	Move towards marginally	➔	Move towards significantly	⬆	Positive Impact	⬇	Negative Impact	⚖	No Impact	◊	Uncertain








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		Urban	Rural												
3. To Protect and Maintain our Most Vulnerable Assets such as Designated Habitats, Landscapes of Natural Beauty and our Historic Built Heritage and to Improve the Wider Environment by Adequate Investment and Management															
c) Will it help to protect and enhance biodiversity and/or encourage any species at risk?	Chelmsford has 5 flagship species: the water vole, great crested newt, white admiral butterfly, song thrush and the common spotted orchid. The BAP aims to ensure the long-term survival of the biodiversity within the Borough.	➔	➔	◊	▲	▲	▲	▲	See above.						
d) Will it protect and/or enhance buildings, areas and features of historical or cultural importance (e.g. listed buildings, conservation areas, SAMs) ensuring settlements can absorb growth without damage to character?	There are almost 1200 listed buildings and 25 conservation areas in the Borough.	◊	◊	⚡	⚡	◊	◊	◊	There are small pockets of development proposed within close proximity to a number of rural Conservation Areas in the villages. Development will not necessarily detrimentally impact upon these areas providing the Council is assured that it will either preserve or enhance the setting. Core Strategy and Development Control policies will need to be rigorously enforced. Furthermore the Council should review the status of conservation area appraisals for these villages. In particular the St. Johns Hospital site allocation which lies within a Conservation Area and the Runwell Hospital site which consists of a number of Listed buildings will require careful sensitive design principles to be incorporated into any development proposals to ensure their character is protected.						
Key															
⬅ ⬅	Move away significantly	⬅	Move away marginally	➔	Move towards marginally	➔ ➔	Move towards significantly	▲	Positive Impact	▼	Negative Impact	⚡	No Impact	◊	Uncertain

Table C1 (continued) Overall SA of Proposed SADPD Submission Document

Site Allocations Proposed Submission Document															
Sustainable Development Objectives and Criteria	Key Baseline Info and Target (Where Available)		Geographic Scale		Timescale			Cumulative	Commentary, Including Prevention, Reduction, Offsetting of Adverse Effects						
			Chelmsford		Trans-Boundary	Short Term	Medium Term			Long Term, Beyond Plan Period					
			Urban	Rural											
3. To Protect and Maintain our Most Vulnerable Assets such as Designated Habitats, Landscapes of Natural Beauty and our Historic Built Heritage and to Improve the Wider Environment by Adequate Investment and Management															
e) Does it respect and protect existing landscape character including the wider historic environment?	Borough lies within Essex Claylands and Northern Thames Basin which are experiencing change inconsistent with character.		✂	◇	✂	✂	◇	◇	◇	The SADPD does propose two affordable housing sites on greenfield land within the rural villages. In addition some development will be located within close proximity to existing Conservation Areas within the rural villages (see above).					
f) Will it protect and create any new, landscape features (woodlands, hedges, ponds)?	The total amount of woodland (including parkland) has increased from 2041.7 hectares (5.97%) in 1992 to 2060.0 hectares (6.02%) in 2004. This compares with an average of 8.4% for England and 11.6% for the UK (2001 Defra statistics).		◇	◇	✂	◇	✂	✂	✂	The larger sites at St. Johns Hospital, Runwell Hospital and Temple Farm and a number of the other sites have trees protected by TPOs and are of local importance which will require to be protected from development where they provide amenity or biodiversity value.					
g) Improve the water quality of rivers and groundwater supplies. Maintain 'good' water quality whilst accommodating new development discharge.	Chelmsford has 14 river quality monitoring sites all of which are compliant. All stretches of river within Chelmsford are either rated B (good) or C (fairly good) for river quality chemistry and biology.		✂	◇	✂	◇	✂	✂	✂	No direct reference to water environment in the document. The further protection of green wedges can prevent inappropriate development within the floodplain Development of Greenfield sites in the rural area must be required to attenuate run-off to existing levels in order to prevent sediment run-off.					
Key															
↖ ↖	Move away significantly	↖	Move away marginally	→	Move towards marginally	→ →	Move towards significantly	⬆	Positive Impact	⬇	Negative Impact	✂	No Impact	◇	Uncertain

Table C1 (continued) Overall SA of Proposed SADPD Submission Document

Site Allocations Proposed Submission Document										
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		Urban	Rural							
3. To Protect and Maintain our Most Vulnerable Assets such as Designated Habitats, Landscapes of Natural Beauty and our Historic Built Heritage and to Improve the Wider Environment by Adequate Investment and Management										
h) Achieve good air quality, especially in urban areas?	Air quality monitoring identifies one AQMA around Army/Navy Roundabout.								<p>New development within urban areas may increase air pollution; however proposals for a new park and ride site at Widford followed by possible extensions to footpaths and cycleways may mitigate this impact. Several of the site allocations within Chelmsford's main urban area are identified in close proximity to the existing AQMA. The Council must ensure that development does not reduce air quality.</p> <p>Rural development will have a negative impact against this objective as there will be an inevitable increase in car-usage to get to work and access services and facilities.</p>	

Key

←	Move away significantly	←	Move away marginally	→	Move towards marginally	→	Move towards significantly	▲	Positive Impact	▼	Negative Impact	✧	No Impact	◊	Uncertain
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Table C1 (continued) Overall SA of Proposed SADPD Submission Document

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			Chelmsford		Trans-Boundary	Short Term	Medium Term						Long Term, Beyond Plan Period		
			Urban	Rural											
4. To Reduce Greenhouse Gas Emissions															
a) Will it minimise the need for energy?	The Government proposes to: <ul style="list-style-type: none">increase the overall CERT target by 20% (from 154 to 185 million lifetime tonnes of CO2);provide new incentives to encourage professionally installed top-up loft insulation and DIY loft insulation;encourage energy suppliers to promote Real Time Display Devices and provide energy-related advice by giving these measures a pre-determined carbon score;increase from 6 to 10% the proportion of a suppliers' obligation that can be met through innovation activity;enhance existing reporting arrangements.		⚡	⚡	⚡	⚡	⚡	⚡	⚡	This document makes no reference to energy need. A concentration of development in the urban area may provide opportunities to maximise micro-renewables although this is a very indirect influence.					
Key															
⬅	Move away significantly	⬅	Move away marginally	➡	Move towards marginally	➡	Move towards significantly	⬆	Positive Impact	⬇	Negative Impact	⚡	No Impact	◇	Uncertain

Table C1 (continued) Overall SA of Proposed SADPD Submission Document

Site Allocations Proposed Submission Document															
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			Urban	Rural											
4. To Reduce Greenhouse Gas Emissions															
b) Will it increase efficiency in the use of energy e.g. increased efficiency standards/better design/improved construction techniques/choice of materials.	Housing Associations and the private rented sector were found to have the most energy efficient homes.		⚡	⚡	⚡	⚡	⚡	⚡	⚡	As above with regard to efficiency.					
c) Will it help to increase the share of energy generated from renewable sources?	There is one accredited generating station in CBC located at Roxwell Landfill Gas site. The UK Renewable Energy Strategy sets out the path for us to meet our legally-binding target to ensure 15% of our energy comes from renewable sources by 2020: almost a seven-fold increase in the share of renewables in scarcely more than a decade.		⚡	⚡	⚡	⚡	⚡	⚡	⚡	No reference made to renewable energy. Sites should be allocated for the production of energy from renewable sources where these are technically and environmentally feasible.					
Key															
⬅️ ⬅️	Move away significantly	⬅️	Move away marginally	➡️	Move towards marginally	➡️ ➡️	Move towards significantly	⬆️	Positive Impact	⬆️	Negative Impact	⚡	No Impact	⬆️	Uncertain

Table C1 (continued) Overall SA of Proposed SADPD Submission Document

Site Allocations Proposed Submission Document									
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		Urban	Rural						
4. To Reduce Greenhouse Gas Emissions									
d) Reduce the need for car and road based freight transport?	No road freight figures.	←	← ←	←	↘	↘	↘	↘	The SADPD does not mention freight base transport. The allocation of existing employment sites does include some in reasonable proximity to the railway although it is unlikely that the proximity alone will be sufficient to encourage a diversion of freight to rail. New allocations are away from the urban area and are therefore unlikely to encourage rail freight (e.g. Temple Farm). The SADPD could consider the identification of purpose built rail freight sidings.

Key

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Table C1 (continued) Overall SA of Proposed SADPD Submission Document

Site Allocations Proposed Submission Document																
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						Chelmsford		Trans-Boundary	Short Term	Medium Term						Long Term, Beyond Plan Period
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5. To Achieve a More Equitable Sharing of the Benefits of Prosperity across All Sectors of Society and Fairer Access to Services Focusing on Deprived Areas																
a) Will it help reduce disparities in income levels?	Women earned 67% of male earnings in 2005, below regional average of 78%. In 2003, the skills trade was dominated by males at 92% of those employed. Income levels lowest in North/North West Chelmsford.					⇄	➔	⇄	▲	▲	▲	▲	The potential new sites identified for rural employment may provide new job opportunities.			
b) Will it help to provide more equal access to opportunities, services and facilities (e.g. sport, transport, education, culture, heritage & health)?	Limited service provision in rural villages. Good provision in urban area, particularly Melbourne Park.					➔	➔	▲	▲	▲	▲	▲	The majority of open space, sports and recreation provision referred to within the SADPD is already existing which includes Marsh Farm Country Park, South Woodham Ferrers, Hylands Park, Writtle, Danbury Park, Bulls Lodge and Hyde Hall, West Hanningfield. The SADPD also allocates a new strategic area of countryside and recreational use at Bulls Lodge Quarry, Boreham and a Destination Garden of National and Regional Significance at Hyde Hall, Rettendon.			
Key																
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5. To Achieve a More Equitable Sharing of the Benefits of Prosperity across All Sectors of Society and Fairer Access to Services Focusing on Deprived Areas															
c) Will it contribute towards any local regeneration initiatives or benefit any areas suffering from deprivation?	There are just 5 SOAs out of a total of 104 Borough-wide that are ranked as being within the 25% most deprived SOAs in Essex. Furthermore, only 18 SOAs feature in the top 50% most deprived SOAs in Essex. This equates to just 17% of Chelmsford Borough's SOAs being present within Essex's top 50% most deprived SOAs.	➡	➡	↔	↔	⬆	⬆	⬆	The SADPD proposes a considerable number of small sites for development in urban and rural locations; these are unlikely to have a significant effect upon any areas of deprivation. One indices of deprivation is barriers to housing. The DPD identifies sites for affordable housing in the rural areas and this will have a positive impact against this measure. The larger residential led developments in particular at St. John's Hospital and Runwell Hospital have the potential and capacity to support new local amenities and facilities.						
d) Will it create opportunities for those currently out of work especially the long term unemployed and disabled?	Of the five SOAs ranked in the 25% most deprived SOAs in Essex, three are located in north-west Chelmsford, creating a large pocket of deprivation. These SOAs are located in the wards of Marconi, Patching Hall and St Andrews respectively. There are also pockets of deprivation in Great Baddow East and Waterhouse Farm.	➡	➡	⬆	↔	⬆	⬆	⬆	New sites for rural employment may provide new job opportunities particularly the new employment site at Temple Farm, West Hanningfield. There are two existing employment sites proposed for expansion at Great Leighs and Great Baddow. Proposed employment locations are not located close to the areas of greatest deprivation and it will be important to ensure that appropriate transport linkages are provided between these areas.						
Key															
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5. To Achieve a More Equitable Sharing of the Benefits of Prosperity across All Sectors of Society and Fairer Access to Services Focusing on Deprived Areas										
e) Will it encourage more access to decent and affordable housing including key worker housing?	Chelmsford Borough Council delivered 225 affordable dwellings through housing completions between 1st April 2008 and 31st March 2009. This accounts for 35% of all new residential completions in the Borough.	➔	➔	↔	▲	▲	▲	▲	The Proposed Submission document has reduced the amount of affordable housing site allocations from 10 to 2 within the Borough and they are both located within greenfield land on the periphery of West and East Hanningfield. The larger scale residential led developments proposed at St. John's and Runwell Hospital are likely to support an element of affordable housing as part of their Masterplans.	

Key

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5. To Achieve a More Equitable Sharing of the Benefits of Prosperity across All Sectors of Society and Fairer Access to Services Focusing on Deprived Areas															
f) Will it encourage the provision of more locally based services and facilities (including social, cultural, leisure and sport)?	Service provision good in and around Broomfield, Melbourne Park. Poorer in villages other than Boreham, Danbury, Gallywood and Writtle.		➔	➔	⬆	⬆	⬆	⬆	⬆	The majority of open space, sports and recreation provision referred to within the SADPD is already existing which includes Marsh Farm Country Park, South Woodham Ferrers, Hylands Park, Writtle, Danbury Park, Bulls Lodge and Hyde Hall, West Hanningfield. The SADPD also allocates a new strategic area of countryside and recreational use at Bulls Lodge Quarry, Boreham and a Destination Garden of National and Regional Significance at Hyde Hall, Rettendon.					
g) Will it help to retain or promote rural services (e.g. shops, post offices and transport) focussing on existing villages?	Service provision good in and around Broomfield, Melbourne Park. Poorer in villages other than Boreham.		↔	➔	⬆	⬆	⬆	⬆	⬆	The rural villages of Bicknacre, Boreham, Danbury, Galleywood, Ramsden Heath, Stock and Writtle all have their existing neighbourhood centres protected as part of the SADPD. In addition, the large scale housing developments at Runwell and the employment site at Temple Farm have the potential to support new rural services.					
Key															
⬅	Move away significantly	⬅	Move away marginally	➔	Move towards marginally	➔	Move towards significantly	⬆	Positive Impact	⬇	Negative Impact	↔	No Impact	⬆	Uncertain

Table C1 (continued) Overall SA of Proposed SADPD Submission Document

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5. To Achieve a More Equitable Sharing of the Benefits of Prosperity across All Sectors of Society and Fairer Access to Services Focusing on Deprived Areas										
h) Will it help disabled people access services and facilities more easily?	2.6% of population are sick or disabled. Highest proportion in Rettendon and Runwell (5.1%).	➔	➔	↔	⬆	⬆	⬆	⬆	The document promotes the protection of local and neighbourhood centres in both urban and rural locations. The proposed new park and ride site at Widford will allow disabled people to access urban facilities more easily.	
i) Will it help groups on lower incomes (e.g. pensioners, single parents)?	12.5% pensioners living alone. 3.9% of residents are aged 80 or over compared to regional average of 4.5%. There are six wards with high retired populations.	➔	➔	↔	⬆	⬆	⬆	⬆	The number of affordable housing allocations has been reduced considerably from the Potential Options stage, however there are still 2 sites allocated and it can be presumed that the larger residential led developments will have the capacity to support an element of affordable housing as required by Development Control policies.	
j) Will it help children in lower income families?	4.9% of households are single parent with children.	↔	↔	↔	↔	↔	↔	↔	No reference made, potential indirect effect as a result of greater provision of affordable homes.	
k) Will it help reduce crime rates and peoples fear of crime?	Recorded crime rates below regional average. Incidents of crime and disorder wide spread across Borough.	↔	↔	↔	↔	↔	↔	↔	No reference made.	

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5. To Achieve a More Equitable Sharing of the Benefits of Prosperity across All Sectors of Society and Fairer Access to Services Focusing on Deprived Areas										
l) Will it improve health and peoples ability to engage in healthy activities?	73.9% of resident population in good health. Percentage experiencing limiting long term illness below regional average. Health deprivation highest within St Andrews Ward - also high in Rettendon and Runwell.	➔	◇	◇	▲	▲	▲	▲	The SADPD indirectly encourages a healthier lifestyle by promoting an improved cycle network, protection and enhancement of country parks and major open spaces. The SADPD also allocates a new strategic area of countryside and recreational use at Bulls Lodge Quarry, Boreham and a Destination Garden of National and Regional Significance at Hyde Hall, Rettendon. This could potentially encourage people to engage in healthy activities.	
m) Will it improve mutual understanding of different ethnic and cultural groups?	96.7% of population is white. BME percentage is below regional and national averages.	≡	≡	≡	≡	≡	≡	≡	No reference.	
n) Will it encourage the development of social enterprises (e.g. credit unions, co-operatives, farmers markets)?	Chelmsford has a credit union, an active local retail co-operative, other social enterprises and a monthly farmers market.	≡	≡	≡	≡	≡	≡	≡	No reference.	

Key

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5. To Achieve a More Equitable Sharing of the Benefits of Prosperity across All Sectors of Society and Fairer Access to Services Focusing on Deprived Areas										
o) Will it encourage a wider community involvement in the design of their environment?	As part of the Coalition Government 'Localism Agenda' local people will be encouraged to engage in genuine local planning by the government mandating that all local authorities use collaborative democratic methods in drawing up their future local plans.	➔	➔	⇄	↗	⇄	⇄	⇄	The local communities have been involved and consulted in every step of the process of the production of the Site Allocations DPD from development of Issues and Options to Preferred Options.	
p) Will it improve access to health and welfare services?	Broomfield Hospital is an expanding centre for health.	⇄	⇄	⇄	⇄	⇄	⇄	⇄	No direct impact. Broomfield hospital lies within the NCAAP area.	
q) Will it establish a cultural infrastructure in urban and rural areas and promote the cultural heritage of the Borough and be of regional significance in scale and quality?	The Civic and Cramphorn Theatres are situated in the heart of Chelmsford's West End. The Borough Council runs two museums in Oaklands Park, off Moulsham Street, Chelmsford - the Chelmsford Museum and the Essex Regiment Museum, plus a science resource centre and open store at Sandford Mill.	⇄	⇄	⇄	⇄	⇄	⇄	⇄	Promoting the cultural heritage of the Borough is not specifically mentioned within the document, Consideration could be given to the allocation of areas of culture.	

Key

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		Urban	Rural						
6. To Use Natural Resources, both Finite and Renewable, as Efficiently as Possible, and Re-Use Finite Resources or Recycled Alternatives Wherever Possible									
a) Will it minimise the demand for raw materials?	Data gap.	⚡	⚡	⚡	⚡	⚡	⚡	⚡	No reference.
b) Will it reduce the amount of water abstracted and/or used, maintaining water security and limiting consumption to sustainable levels?	In 2003/4 daily consumption was 155 l/head/day for former Essex & Suffolk Water. Industry average is 147l/head/day.	←	←	▼	▼	▼	▼	▼	Indirect Impact. New dwellings will increase the amount of water abstracted, however policies within the Core Strategy aim to mitigate this.
c) Will it encourage farming practices that are sensitive to the character of the countryside?	No specific information or targets provided.	⚡	⚡	⚡	⚡	⚡	⚡	⚡	No impact.
d) Will it help to reduce the amount of minerals extracted and imported into the region?	Sand and gravel are the major extractive industry in Essex being almost a third of the total in the region.	←	←	▼	▼	▼	▼	▼	New development will increase demand; Core Strategy policies promote sustainable re-use.

Key

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6. To Use Natural Resources, both Finite and Renewable, as Efficiently as Possible, and Re-Use Finite Resources or Recycled Alternatives Wherever Possible										
e) Will it protect soils and soil quality?	At least 60% of additional new dwellings to be built on previously developed land per annum and to maximise annual employment floorspace completion on previously developed land. New residential developments to be built at a density of at least 30 dwellings per hectare.	➡	⬅	⬠	⬡	⬆	⬇	⬠	Encouraging brownfield development will protect soil quality, but some limited greenfield development will take place on the edge of rural villages. Development is not understood to be allocated on the best and most versatile agricultural land.	

Key

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		Urban	Rural							
7. To Minimise Our Production of By-Products or Wastes, Aiming for ‘Closed Systems’ where Possible										
a) Will it help to reduce the amount of waste generated e.g. through improved design, re-use of products?	Chelmsford generated 78 747tonnes of household waste in 2007 a decrease from 79 649 tonnes in 2006.	←	←	▼	▼	▼	▼	▼	Increase in households is likely to increase waste generated, however policies within the Core Strategy seek to mitigate this.	
b) Will it encourage the recycling of waste?	In 2006/2007 Chelmsford recycled 25 527 tonnes of waste with 53 320 tonnes including contaminants but excluding trade sent to landfill.	↔	↔	↔	↔	↔	↔	↔	No direct reference. Core Strategy policies promote recycling.	
c) Will it increase the demand for recycled materials?	Essex has 22 civic amenity and recycling centres and hundreds of local recycling centres. Chelmsford’s Recycling Centre is located in Drovers Way off the Boreham interchange. A second site is in South Woodham Ferrers The latest survey in 2007 suggests that 91% of residents are happy with the current collection system and 83% with the recycling system. The Community Strategy includes target to increase recycling rates to 40% by 2011/12.	↔	↔	↔	↔	↔	↔	↔	No direct reference.	

Key

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						Chelmsford		Trans-Boundary	Short Term	Medium Term					Long Term, Beyond Plan Period
						Urban	Rural								
8. To Revitalise Town Centres to Promote a Return to Sustainable Urban Living															
a) Will it encourage more shops and better services in town centres?	In total, there was over 7,800 sqm of gross retail, office and leisure floorspace completed in the Borough in 2007 / 08, down from 9,118 sqm in 2006/7. This had included a contribution from the racecourse and a retail contribution in the Bus Station.					➔	⇄	⇄	▲	▲	⇄	▲	The larger scale sites proposed for residential led development with Chelmsford' main urban area may have the capacity to support additional town centre amenities and facilities.		
b) Will it encourage more people to live in town centres at appropriate high densities?	Approximately 87% of the 2007/8 completions were within the town centre, double 2006/7.					⇄	⇄	⇄	⇄	▲	▲	▲	The SADPD proposes 12 sites within Chelmsford's main urban area for housing. In particular the St. John's Hospital sites aims at creating approximately 300 new dwellings for housing. These sites are not within the Town centre which is the subject of a separate DPD.		
c) Will it help to reduce the level of noise?	880 complaints received by CBC in 2003/4. 75% were domestic. European requirement for Strategic Noise Mapping of all urban areas by 2007.					←	⇄	⇄	▼	◆	◆	▲	Greater development within the main urban centres will create more noise during and after construction.		
d) Will it help to encourage a feeling of more community spirit?	No specific information or targets provided.					⇄	⇄	⇄	⇄	⇄	⇄	⇄	No reference.		
Key															
← ←	Move away significantly	←	Move away marginally	➔	Move towards marginally	➔ ➔	Move towards significantly	▲	Positive Impact	▼	Negative Impact	⇄	No Impact	◆	Uncertain

Appendix D

Summary of Consultee Responses to Potential Options SA Report



Consultation Responses to the Site Allocations Development Plan Document (SADPD) Potential Options Consultation with specific relevance to the Sustainability Appraisal

Respondent, SADPD ID and Plan Ref. (Para/ Site Number)	Summary of Comments	Response and Actions (as appropriate)
Part 2 Introduction		
Mr & Mrs Andrew Parker SADPD ID: 941 Para/Site Number: 2.12	Alternative Site - Re Entec report point 4.3.5 (Chatham Green). Entec contradict themselves due to saying that there are limited public transport links to Chelmsford, but also that frequent buses run along the A131 to Chelmsford. They also state that people would have to commute to work due to no employment base in the village. However, Whitbread's Farm was given planning permission for office use, thus creating local employment. Windmill Pub, Ziggis & Grasshopper Garden Machinery also offer employment. It is stated that new development would be on greenfield land; however, the council have not considered my unique brownfield site. It also states that the rural character could be threatened by new development. Therefore, why are you putting houses at Edney Common – another rural village? Some well-built houses at Chatham Green would make a welcome entrance to that part of the village.	Overall the assessment of Chatham Green is not likely to change. It does not perform well in terms of sustainability as it is isolated from facilities and services. The level of employment within the village is low and it is likely that most job opportunities will be provided within the main urban area.
Topic 1 Green Belt Boundary		
No comments specific to sustainability		
Topic 2 – Settlement Boundaries		
No comments specific to sustainability		

Respondent, SADPD ID and Plan Ref. (Para/ Site Number)	Summary of Comments	Response and Actions (as appropriate)
Topic 3 – Sustainable Transport		
The Highways Agency SADPD ID: 573 Para/Site Number: 3.28	<p>The sites identified as being of most concern to the HA, that it is they received a rating of 'Major' on the potential impact to the Trunk Road Network, are:</p> <p>Site 131 Temple Farm West Hanningfield; and</p> <p>Site 152 Temple Wood Industrial Estate, West Hanningfield.</p> <p>Those receiving a rating of 'Significant' are:</p> <p>Site 112 Boreham, land between Shearers Way and The Cock Inn, Main Road;</p> <p>Site 132 BAE Systems site, West Hanningfield Road, Great Baddow;</p> <p>Site 136 Chelmsford Business Park, off Colchester Road, Springfield;</p> <p>Site 137 Church Street Industrial Area, Great Baddow;</p> <p>Site 138 Dukes Park Industrial Estate, Chelmsford;</p> <p>Site 141 Hedgerows Business Park and ECC highways Depot, Colchester Road;</p> <p>Site 143 Springfield Business Park, off Colchester Road</p> <p>Site 146 Widford Industrial Estate, Chelmsford;</p> <p>Site 147 Westway Industrial area Chelmsford</p> <p>Site 150 Rignals Lane Industrial Estate, Galleywood; and</p> <p>Site 153 Waltham Road Industrial Estate, Boreham.</p> <p>Site 186 Bulls Lodge Quarry, Boreham was identified for Open spaces, Sports and Recreation provision; the Highways Agency recommends that it should be consulted prior to any development associated with this site. This is due to it's proximity to the A12 J19.</p>	<p>The SA did not assess in detail the impact of new development on the road network. On the smaller sites for a limited number of dwellings the impacts will be minimal, however for the larger sites and those identified by the HA as having either 'major' or 'significant' impacts will be highlighted within the report. In addition the new sites in particular the larger ones at Runwell and St. Johns Hospitals are likely to have significant impacts on local infrastructure due to their scale and will require careful consideration.</p>

Respondent, SADPD ID and Plan Ref. (Para/ Site Number)	Summary of Comments	Response and Actions (as appropriate)
Environment Agency SADPD ID: 87 Para/Site Number: 3.31	Site Allocation 29- Widford Park and Ride Area of search. If, after application of the Sequential Test of PPS25, there are no alternative sites in lower flood risk zones and the development must be located within a flood risk area a Flood Risk Assessment (FRA) will be required to demonstrate that flood risk can be appropriately managed, both on and off site. If the FRA shows any part of the site to be in Flood Zone 3b, the functional floodplain, then the development is not appropriate and should not be allocated.	The SA will reflect appropriate flood risk constraints.
Topic 4 – Special Policy Areas		
Site Allocation 32 – Sandford Mill Environment Agency SADPD ID: 89 Para/Site Number: 3.43	<p>This area is likely to be within Flood Zone 3b, the Functional Floodplain as defined in PPS25. A detailed Flood Risk Assessment (FRA) would be able to establish the extent of this in the area. In accordance with PPS25, within flood Zone 3b, only Water Compatible and Essential Infrastructure will be appropriate, subject to the requirements of the Sequential Test and the Exception Test (where required) being met. Sandon Riverside County Wildlife Site (CWS) lies within the Special Policy Area and should be protected and enhanced where possible in line with PPS9.</p> <p>Sustainability Appraisal - The Habitats Regulations Assessment (HRA) in table 5.2 states that supporting text is needed to ensure that development within the Special Policy Area will be expected to mitigate the potential effects on the European Sites downstream.</p>	SA will be further strengthened to outline the environmental constraints relevant to the site in relation to flooding and the European Sites located downstream.
Site Allocation 33 – Hanningfield Reservoir Treatment Works Environment Agency SADPD ID: 90 Para/Site Number: 3.44	<p>The Western part of this Special Policy Area lies within Flood Zones 2 and 3. PPS25 must be followed if new development is likely to take place in this area, applying the Sequential and Exception Tests, where appropriate.</p>	SA will be further strengthened to outline the environmental constraints relevant to the site in relation to flooding.
Site Allocation 34 – Writtle College Environment Agency SADPD ID: 91 Para/Site Number: 3.45	<p>A small area to the North East of the Lordship Road, Campus is located within Flood Zones 2 and 3. This area is currently open space within the Campus and should ideally remain that way to allow it to function should a flood event occur.</p>	SA will be further strengthened to outline the environmental constraints relevant to the site in relation to flooding

Respondent, SADPD ID and Plan Ref. (Para/ Site Number)	Summary of Comments	Response and Actions (as appropriate)
Topic 5 -Green Wedges		
Site Allocation 35 – River Chelmer North Green Wedge Environment Agency SADPD ID: 94 Para/Site Number: 3.66	<p>This designation will prevent inappropriate development in the floodplain.</p>	<p>The SA agrees and recognises that Green Wedges have an important role in shaping the form and character of Chelmsford's Urban Area and can prevent inappropriate development within the floodplain.</p>
Site Allocation 36 – River Chelmer/ Blackwater Navigation East Green Wedge Environment Agency SADPD ID: 95, 96 Para/Site Number: 3.68, 3.69	<p>This designation will prevent inappropriate development in the floodplain.</p> <p>Care should be taken when stating that less restrictive policies may be applied within the Sandford Mill SPA. Any areas of Flood Zone 3b must be restricted to Water Compatible or Essential Infrastructure uses only. Any other development in Zone 3a must comply with the requirements of both the Sequential and Exception Tests of PPS25.</p>	<p>No further amendments the Green Wedge boundaries are proposed therefore no detailed SA comments are deemed necessary in relation to Green Wedges although their future preservation ensures they would perform well against the environmental and social SA objectives.</p>
Site Allocation 37 – River Can/ Wid West Green Wedge Environment Agency SADPD ID: 97 Para/Site Number: 3.71	<p>This designation will prevent inappropriate development in the floodplain.</p>	<p>The SA agrees and recognises that Green Wedges have an important role in shaping the form and character of Chelmsford's Urban Area and can prevent inappropriate development within the floodplain.</p>
Topic 6 - Coastal Protection Belt		
Essex County Council SADPD ID: 708 Para/Site Number: 3.74	<p>Reference should be made to the Historic Environment Characterisation Report as part of the evidence base.</p>	<p>The SA baseline will be updated accordingly to refer to the Historic Characterisation Report.</p>

Respondent, SADPD ID and Plan Ref. (Para/ Site Number)	Summary of Comments	Response and Actions (as appropriate)
Topic 7 - Protected Lanes		
ECC Historic Environment Branch	ECC Historic Environment Branch have been commissioned to review all of the PL consultation responses, provide appropriate commentary and advise whether any changes should be proposed. All public consultation requests for: clarification of Protected Lane issues; for further lanes or sections of lane to be given Protected Lane status; and for requests that lanes which have lost their Protected Lane status be re-considered, will be investigated and evaluated.	The SA will be updated accordingly to reflect the findings of the Protected Lanes consultation responses document.
Topic 8 - Chelmsford Flood Alleviation Scheme		
Environment Agency SADPD ID: 100 Para/Site Number: 3.99	<p>This is an accurate report of the plans to date for the Chelmsford Flood Alleviation Scheme.</p> <p>The Habitats Regulations Assessment (HRA) accompanying this plan states, in table 5.2, that supporting text for the allocation must state that the design of the flood mitigation measures must avoid any significant impact on European sites downstream.</p>	The SA will outline that caution is required when considering the design and implementation of the flood mitigation must avoid any significant impacts on the European sites downstream whilst the appearance of the barrier will need to preserve or enhance the existing character of the area through which it passes.
Topic 9 - Housing Proposal Sites		
Croudace Strategic SADPD ID: 169 Para/Site Number: 3.101	SA Comments - The Sustainability Appraisal acknowledges that new development should be concentrated in the existing towns, although in reality only one site of 20 units is allocated in the second largest settlement in the borough, namely South Woodham Ferrers. This equates to less than 1% of the whole housing allocation, which can hardly be described as 'concentrating new development'. The Core Strategy should not allocate the five Large Villages more housing than South Woodham Ferrers as this clearly disregards the settlement hierarchy.	The SA would agree that South Woodham Ferrers performs well against against the sustainability criteria and has the amenities and facilities available to incorporate new development within its boundaries. It is however beyond the remit of the SA to recommend new sites for development.
Mr & Mrs Parker SADPD ID: 931 Para/Site Number: 3.106	Alternative Site - Include brown field site for housing at Chatham Green i.e. Ponside Nursery/Chatham Green Yard. This site has similar uses to the land adjacent to the Cock Inn at Boreham. It could potentially become very ugly much like Entec's description of the Nest at Edney Common. There is good access via Chatham Green Lane and a highway bonus would be that the entrance directly onto the A131 into Chatham Green Yard, considered dangerous by the Highway Authority would be closed off.	Overall due to the size and location of the village the SA reflects the view that the village performs poorly against the sustainability criteria. Chatham Green is isolated from any local facilities or amenities and the rural character of the village could potentially be threatened by any future development proposed. The section of A131 running to the south of the village is designated as a Strategic non trunk road within the SADPD which does ensure that the village is easily accessible by car.

Respondent, SADPD ID and Plan Ref. (Para/ Site Number)	Summary of Comments	Response and Actions (as appropriate)
Site Allocation 96 - Government Offices, Beeches Road Environment Agency (101) Highways Agency (577) Anglian Water (968)	<p>EA - Part of the site, closest to Beeches Road lies within Flood Zone 2/3. Should this site be allocated in the Plan we will require evidence that the Sequential Test of PPS 25 has been applied and passed.</p> <p>HA - Minor impact on A12 Trunk Road. Good sustainability.</p> <p>AW - Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)</p>	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation 98 - Land south of Clements Close, part of 61 Pemberton Lodge Environment Agency (102) Highways Agency (579) Anglian Water (970)	<p>EA - The Eastern part of the site lies within Flood Zone 2/3. Should this site be allocated in the Plan we will require evidence that the Sequential Test of PPS 25 has been applied and passed. If the site can pass the Sequential and Exception Tests then redevelopment would need to be supported by a Flood Risk Assessment (FRA) including appropriate mitigation measures.</p> <p>HA - Minor impact on A12 Trunk Road. Good sustainability.</p> <p>AW - Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)</p>	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation 101 - Land rear of 71-81 Byron Road Environment Agency (103) Highways Agency (582) Anglian Water (973)	<p>EA - The Southern part of the site lies within Flood Zone 2/3. Should this site be allocated in the Plan we will require evidence that the Sequential Test of PPS 25 has been applied and passed.</p> <p>HA - Minor impact on A12 Trunk Road. Medium sustainability.</p> <p>AW - Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)</p>	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation 102 - Goldlay Gardens Environment Agency (104) Highways Agency (583) Anglian Water (974)	<p>EA - The North West part of the site lies within Flood Zone 2. Should this site be allocated in the Plan we will require evidence that the Sequential Test of PPS 25 has been applied and passed.</p> <p>HA - Minor impact on A12 Trunk Road. Medium sustainability.</p> <p>AW - Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)</p>	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.

Respondent, SADPD ID and Plan Ref. (Para/ Site Number)	Summary of Comments	Response and Actions (as appropriate)
Site Allocation 106 - Land rear of 17-37 Beach's Drive Environment Agency (105) Highways Agency (587) Anglian Water (977)	<p>EA - The majority of this site lies within Flood Zone 2/3. Should this site be allocated in the Plan we will require evidence that the Sequential Test of PPS 25 has been applied and passed.</p> <p>HA - Minor impact on A12 Trunk Road. Medium sustainability.</p> <p>AW - Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)</p>	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation 108 – Asda car park Highways Agency (556 and 589) Anglian Water (979)	<p>HA - Minor impact on A12 Trunk Road. Good sustainability.</p> <p>AW - Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)</p>	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation 109 – Parks Depot, Waterhouse Lane Highways Agency (557 and 590) Anglian Water (980)	<p>HA - Minor impact on A12 Trunk Road. Medium sustainability.</p> <p>AW - Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)</p>	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation 111 –Coval Lane car park Highways Agency (582) Anglian Water (981)	<p>HA - Minor impact on A12 Trunk Road. Good sustainability.</p> <p>AW - Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)</p>	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation 112 - Boreham – Land between Shearers Way and The Cock Inn, Main Road Highways Agency (593) Anglian Water (965)	<p>HA - Significant potential impact on A12 Truck Road. Medium sustainability</p> <p>AW - Overall RAG rating = RED (Major Constraints to Provision of infrastructure and/or treatment to serve proposed growth)</p>	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation 113 - Edney Common - Land at 'The Nest', Highwood Raod Highways Agency (594) Anglian Water (982)	<p>HA - Minor impact on A12 Truck Road. Poor sustainability.</p> <p>AW - Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)</p>	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.

Respondent, SADPD ID and Plan Ref. (Para/ Site Number)	Summary of Comments	Response and Actions (as appropriate)
Site Allocation 114 - Galleywood - Land at rear of 24 to 70 Pyms Road, Beehive 13 Lane Highways Agency (595) Anglian Water (983)	HA - Minor impact on A12 Trunk Road. Good sustainability AW - Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation 116 - Rettendon - Morelands Industrial Estate, Tileworks Lane Environment Agency (107) Highways Agency (597) Anglian Water (985)	EA - This site lies on a former landfill site and represents redevelopment of a former industrial estate. These past uses may present the potential for contaminated land that must be assessed in line with PPS23. Habitats Regulations Assessment (HRA) comments - Consultation with Natural England is required to determine adequate mitigation for potential disturbance effects on European Sites due to their proximity (within 3km). HA - Minor impact on A12 Truck Road. Poor sustainability. AW - Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation 117 - Writtle - Land surrounding British Telecom, Ongar Road Highways Agency (598) Anglian Water (966)	HA - Minor impact on A12 Truck Road. Good sustainability. AW - Overall RAG rating = RED (Major Constraints to Provision of infrastructure and/or treatment to serve proposed growth)	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Topic 10 – Affordable Housing Sites (comments only made on sites brought forward to Submission Stage)		
Site Allocation 123 – Land at Back Lane, East Hanningfield Highways Agency (604) Anglian Water (960)	HA - Minor impact on A12 Trunk Road. AW - Medium sustainability. Overall RAG rating = AMBER (Infrastructure and/or treatment upgrades required to serve proposed growth)	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation Number 127 – West Hanningfield, Land at Middlemead Highways Agency (608) Anglian Water (957)	HA - Minor impact on A12 Trunk Road. Poor sustainability. AW - Overall RAG rating = RED (Major Constraints to Provision of infrastructure and/or treatment to serve proposed growth)	Will update the SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.

Respondent, SADPD ID and Plan Ref. (Para/ Site Number)	Summary of Comments	Response and Actions (as appropriate)
Topic 11 Specialist Residential Housing (comments only made on sites brought forward to Submission Stage)		
Site Allocation 129 - Saint Giles, Moor Hall Lane, Bicknacre Environment Agency (110) Highways Agency (566)	EA - Sustainability Comments - The Habitats Regulations Assessment (HRA) accompanying this plan states, in table 5.2, that supporting text is needed to ensure adequate capacity within the wastewater treatment works for the allocated dwellings. HA - Medium From Point of Access (Distance) to the Trunk Road - A12 J18 7km Potential Impact on A12 Trunk Road Minor	Noted and will update SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site. Noted and will update SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.
Site Allocation 130 - Morelands Industrial Estate, Tileworks 21 Lane East Hanningfield Environment Agency (111) Highways Agency (564, 567)	EA - Concerned about contaminated land at this site which should be assessed in accordance with PPS23. HA - The least sustainable as it does not currently enjoy access to bus services, shops and other local services; although with a location some 7.9km from the TRN it provides the least negative impact. Sustainability - Adequate infrastructure would be required. That is, access to bus services and shops in the general area. Journey to work for staff and relatives visiting must be considered when making final site. From Point of Access (Distance) to the Trunk Road - A12 J17 8km Potential Impact on A12 Trunk Road " Minor	
Topic 12 Gypsy, Traveller and Travelling Showpeople Accommodation		
No comments specific to sustainability		
Topic 13 Employment Areas (comments only made on sites brought forward to Submission Stage)		
Site Allocation 131 Temple Farm, West Hanningfield Environment Agency (113)	Specific concern is the significant loss of an area of Temple Wood Local Wildlife Site; and the loss of 9 veteran oak trees, mature oak trees, sweet chestnut coppice and approximately 1125m of mature hedgerow and associated mature trees understood to be of county importance. Protected species would potentially be adversely affected by this proposal. Section 4.3.20 of the Sustainability Report states that this site has nature conservation value and it is considered that significant economic development at Temple Farm could impact upon the integrity of this site without appropriate mitigation which may have negative impacts upon the appropriate sustainability criteria.	Noted and will update SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.

Respondent, SADPD ID and Plan Ref. (Para/ Site Number)	Summary of Comments	Response and Actions (as appropriate)
Site Allocation 131 Temple Farm, West Hanningfield Campaign for the Protection of Rural Essex (258)	<p>Temple Farm is in the Green Belt. Designating Temple Farm as a new employment site on the back of non conforming uses seems to legitimize such use. Objects to such a designation as a matter of principle. Also object to such action as it sets a bad precedent which could affect other sites elsewhere in the Borough. What is now proposed is an area considerably larger than the existing brownfield site. There is no indication of how access to the site would be treated. There will be the need for improved access which will have implications for the areas of countryside/woodland through which the access road will have to pass. The site itself is not well related to any of the urban areas of Chelmsford and will require travelling to work by vehicle even if this is by bus. Traffic along the road between the site and Stock will be increased. Would like to see this site reduced in scale to the minimum that would allow for its existing problems to be resolved.</p>	<p>Noted and will update SA assessment accordingly to take into account the potential environmental constraints in relation to any development proposed on the site.</p>
Site Allocation 131 Temple Farm, West Hanningfield The Highways Agency (569, 610)	<p>Site 131 Temple Farm, West Hanningfield – The Highways Agency has already reviewed a Transport Assessment for this location and is aware that mitigation is currently required to improve its operation. Therefore any further development at this location would have a major impact at the A12 J16.</p> <p>Site 131 Temple Farm, West Hanningfield</p> <p>From Point of Access (Distance) to the Trunk Road - A12 J16 1km</p> <p>Potential Impact on A12 Trunk Road – Major</p>	<p>Highways concerns noted and SA will be updated accordingly.</p>
Site Allocation 133 Banters Lane, Great Leighs The Highways Agency (611)	<p>Site 133 Banters Lane, Great Leighs</p> <p>From Point of Access (Distance) to the Trunk Road - A12 J19 14km</p> <p>Potential Impact on A12 Trunk Road – Minor</p>	<p>Highways issues noted, no SA update required.</p>
Site Allocation 135 Beehive Lane Industrial Area The Highways Agency (613)	<p>Site 135 Beehive Lane Industrial Area (Beehive Works), Great Baddow</p> <p>From Point of Access (Distance) to the Trunk Road - A12 J16 3km</p> <p>Potential Impact on A12 Trunk Road – Minor</p>	<p>Highways issues noted, no SA update required.</p>
Topic 14 – Neighbourhood Centres		
No comments specific to sustainability		
Topic 15 – Open Spaces, Sports and Recreation Provision		

Respondent, SADPD ID and Plan Ref. (Para/ Site Number)	Summary of Comments	Response and Actions (as appropriate)
No comments specific to sustainability		
Topic 16 – Community Facilities		
No comments specific to sustainability		
Topic 17 – Minerals and Waste		
No comments specific to sustainability		