

SOCG002

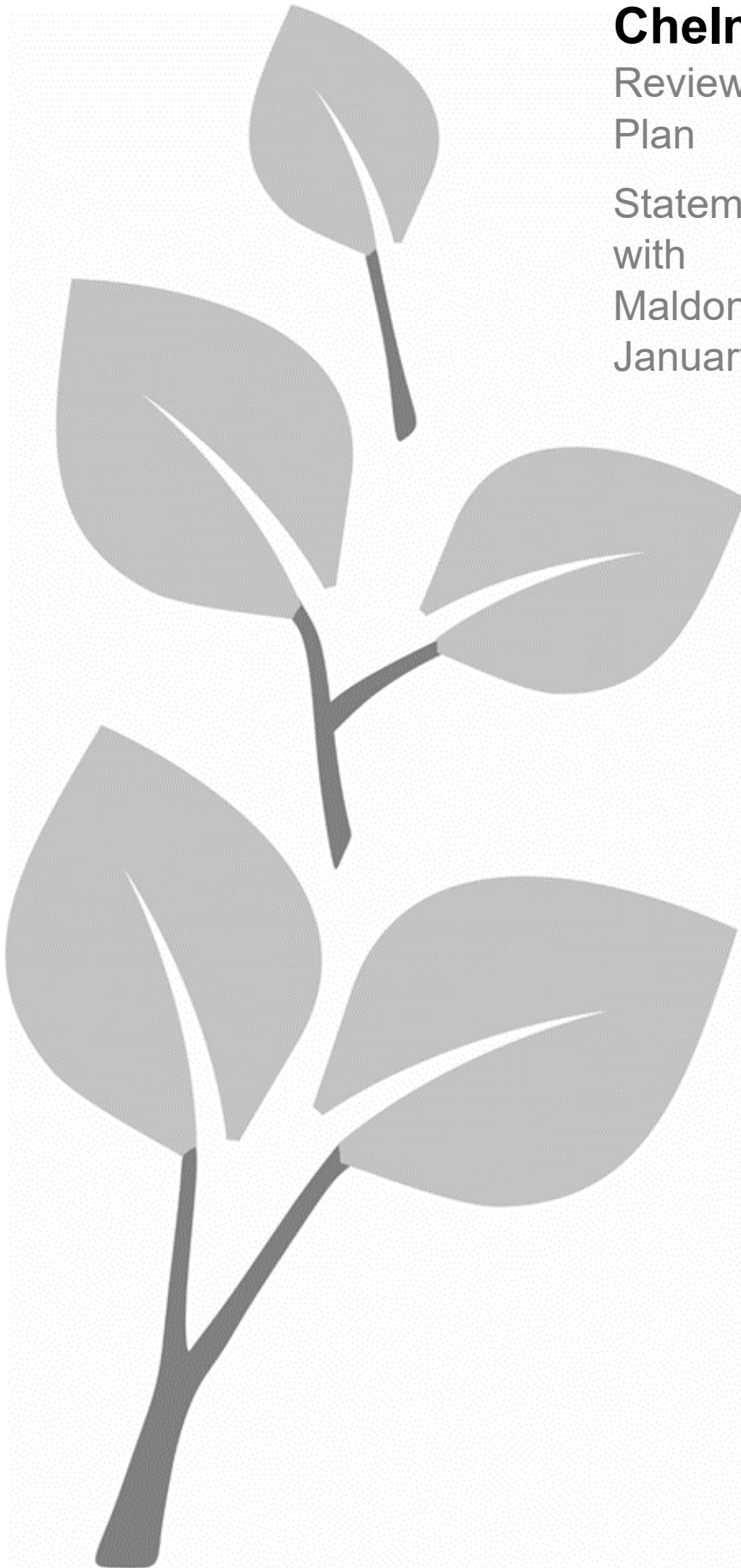
Chelmsford Local Plan

Review of the adopted Local
Plan

Statement of Common Ground
with

Maldon District Council

January 2025



Statement of Common Ground

Chelmsford City Council and Maldon District Council

1. Introduction

Chelmsford City Council (CCC) is currently reviewing the Chelmsford Local Plan adopted in 2020. This is at Regulation 19 (Pre-Submission) stage, following two Regulation 18 consultations on Issues and Options in 2022 and Preferred Options in 2024.

The consultation responses alongside collected evidence and national planning policy and guidance are being used to develop the Pre-Submission Local Plan.

CCC has fully engaged with Maldon District Council (MDC) on the development of the Council's review of the adopted Local Plan from the outset. In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012, MDC has been formally consulted at both Regulation 18 stages of consultation together with its accompanying Integrated Impact Assessment (IIA).

2. Strategic matters

The strategic matters of interest to Maldon District Council are:

- Delivering homes for all including Gypsy and Traveller accommodation
- Jobs and economy including green employment and regeneration
- Retail, leisure, and cultural development
- Sustainable transport, highways and active travel
- Community infrastructure including education, health and community facilities

Delivering homes

Strategic Priority 5 of the Pre-Submission Local Plan commits the Council to meeting local housing needs including independent living accommodation for older people (55+), supported housing for adults with learning or other disabilities, and the requirements identified through the Gypsy and Traveller Accommodation Assessment (GTAA) September 2024 for Travelling Showpeople plots and Gypsy and Traveller pitches.

The strategic housing requirements are set out in Strategic Policy S6. This meets the transitional arrangements for assessed housing need calculated using the Standard Method in the December 2024 NPPF. This increases Chelmsford's housing need from around 950 net new dwellings per annum (dpa) to 1,454 dpa.

The Local Plan is programmed to reach Regulation 19 publication (pre-submission stage) on 4 February 2024 with a housing requirement of 1,210 dpa or 83% (1,210/1,454 x100). This will exceed the minimum 80% requirement in para. 234a of the 2024 NPPF enabling the Local Plan to proceed under the NPPF transitional arrangements. The Pre-Submission Local Plan will also maintain a five-year housing land supply. Overall, CCC is accommodating its housing needs within its boundaries resulting in no unmet need.

The GTAA (September 2024) identifies a need to provide 40 new permanent pitches for Gypsies and Travellers, and 38 new permanent plots for Travelling Showpeople. Sites to accommodate a total of 30 permanent pitches for Gypsies and Travellers, and 28 permanent plots for Travelling Showpeople, will be allocated across suitable large strategic development allocations, the detail of which are set out in relevant strategic site policies. The small shortfall will be met through appropriate windfall delivery in accordance with Policy DM3, which could be through windfall applications or regularisation of existing pitches/plots where appropriate within Chelmsford City Council's boundary.

Jobs and economy

Strategic Policy S6 makes provision for 162,646sqm of net additional employment floorspace to help accommodate economic growth and employment requirements up to 2041. This is informed by forecasts in the Employment Land Review (ELR) 2023 and partial update carried out in 2024 via a Focused Update.

The Focused Update reviewed the most up-to-date assumptions and data regarding future economic growth prospects for Chelmsford between 2022 and 2041. As a result, the Pre-Submission Local Plan exceeds the recommended minimum employment space requirements over the period to 2041.

Retail, leisure, and cultural development

Strategic Priority 9 of the Pre-Submission Local Plan commits the Council to supporting new and enhanced retail, leisure and commercial development through protecting existing assets and supporting appropriate growth in these sectors.

The strategic requirements are set out in Strategic Policy S12. This includes directing main town centre development to the relevant town or neighbourhood centre for a wide range of uses including retail, leisure, entertainment, arts, culture and tourism. Outside of specified designated centres, retail and leisure proposals above 500sqm gross floorspace will be required to undertake an impact assessment in line with the requirements of the NPPF.

Sustainable transport

Strategic Priority 2 of the Pre-Submission Local Plan commits the Council to bring about a significant change in how people make their journeys towards more active and sustainable travel choices, and support the provision of strategic and local transport infrastructure.

The strategic requirements are set out in Strategic Policy S16. This includes prioritising and maximising opportunities for active and sustainable transport and movement, such as through walking and cycling networks and increasing public transport infrastructure. Specific transport and highways projects are set out in Strategic Policy S9, and include the new Beaulieu Park Rail Station, Chelmsford North East Bypass, expanded Park and Ride, and capacity improvements to the A132 in the south of the City Council's area.

Site specific requirements are also set out in site allocation policies where relevant.

Community infrastructure

Strategic Priority 8 of the Pre-Submission Local Plan commits the Council to ensure that necessary new or upgraded strategic and local infrastructure and facilities are provided alongside the development of new residential communities

The strategic requirements are set out in Strategic Policy S9. These include facilities for education, police, ambulance and fire and rescue, primary healthcare, recycling facilities and appropriate drainage, as well as community facilities such as halls and places of worship, open space, and sports and leisure provision.

Site specific requirements are also set out in site allocation policies where relevant.

Common Ground

Statements of Common Ground (SOCG) set out how strategic matters or issues of a common nature between a local authority and a statutory body or organisation are being addressed and progressed throughout the plan-making process to provide transparency, and wherever possible, show where parties are working towards areas of agreement.

Areas of Common Ground

Rep Number	Local Plan Reference	Summary of representation	CCC Agreed response
POQ24-24	Site 16a (Hammonds Farm)	MDC asks for consideration of development of a special educational needs (SEND) school for children aged up to 16 years (and beyond) as part of the school provision on Site 16a. There is a demonstrated need for school places within the county (ECC's 'SEND Sufficiency Plan For Engagement Autumn 2023'). This says that the need has outgrown the capacity of provision in Essex, with projected substantial increases in need between 2021-2026. Existing SEND schools are located in north, south, mid and west of Essex; with a lack of SEND schools in east Essex. MDC wishes to be kept up to date with planned works for school provision via the DtC, to assist the long-term planning for education within the Maldon District.	CCC has raised this with ECC through the DtC. More certainty would be needed on the type of provision needed and the fit with ECC's overall strategy. CCC would welcome further discussion. Not enough detailed evidence to change the Plan currently, but CCC will review after Pre-Submission (Regulation 19) consultation.
POQ24-24	Site 16a (Hammonds Farm)	Site 16a (Hammonds Farm) – Due to its scale and the extra vehicles, the site could significantly impact upon	Mitigation will be developed through joint working with the

		<p>traffic flows on the A12. This would have an impact on the local road network as currently any issues on the A12 result in traffic travelling through Maldon instead. Additionally, some of the traffic from this site may head towards Maldon for leisure uses and convenience shopping. Whilst this would be beneficial to Maldon's economy, the higher volume of traffic would negatively impact on the local road network leading from this site towards Maldon along the A414 or through the Duke of Wellington mini roundabout at Hatfield Peverel.</p>	<p>Highways and Transportation Authority, and National Highways, to ensure highway safety, capacity and traffic management. This will include bus based rapid transit to serve key public transport facilities and mobility hubs, to encourage active and sustainable travel modes as an alternative to car-based travel. Detailed proposals will come forward through the masterplanning process, which will be subject to consultation. No change is proposed to the Plan</p>
POQ24-24	Site 16b (Land adjacent to A12 Junction 18 Employment Area)	<p>MDC has concerns about the impact on the local economy. MDC does not object to the location of the proposed employment site (site 16b), but it has concerns that this site may be more attractive for businesses relying on the A12 for goods distribution, which may encourage them to relocate from current sites in Maldon</p>	<p>The allocation is necessary to support Chelmsford's predicted growth and need for new jobs. The employment market will influence the occupation, which is not something that the planning policy can control, so no change is proposed to the Plan.</p>
POQ24-24	Site allocations	<p>MDC has no objections to the proposed sites within CCC's Preferred Options consultation</p>	<p>Support noted. No change to the Plan.</p>
POQ24-24	1b (Former St Peters College)	<p>MDC supports the provision of schools and childcare facilities and the addition of two special educational needs schools for children aged 7-16 years.</p>	<p>Support noted. No change to the Plan.</p>

Areas without agreement

There are no areas without agreement or unresolved strategic matters.

3. Governance and on-going cooperation

CCC will continue to work collaboratively with MDC to address strategic matters that, in addition to those above, arise through the plan review process. This will occur on an ongoing basis through regular DtC meetings.

MDC will be consulted on the Pre-Submission Local Plan, where their comments will be considered alongside any existing/future strategic matters. A wider local authority Officer/Member DtC meeting will be arranged during the Pre-Submission Local Plan consultation and others will be organised where appropriate or requested.

This SOCG will be reviewed following the Pre-Submission Local Plan consultation and ahead of submission of the plan for Independent Examination (anticipated in June 2025). The aim will be to resolve any outstanding matters where cross-boundary strategic matters will be addressed by email and/or DtC meetings.

It is agreed that CCC is working collaboratively with MDC to ensure that cross-boundary strategic issues are properly considered and where appropriate reflected in the review of the Local Plan and effective and on-going joint working has, and will continue to be, undertaken.

4. Signatories

<p>Chelmsford City Council Jeremy Potter Spatial Planning Services Manager</p> <p>Signature:</p> <p><i>Jeremy Potter</i></p> <p>Date: 20.12.24</p>	<p>Maldon District Council Anne Altoft-Shorland Head of Planning Policy and Implementation</p> <p>Signature:</p> <p><i>Anne Altoft-Shorland</i></p> <p>Date: 14th January 2025</p>
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Appendix A – Map of Chelmsford City Council’s administrative area in context with its neighbouring districts and county councils.

Chelmsford City Council is adjoined by seven local planning authorities. Essex County Council is the local Highways and Transportation Authority and Education Authority. It is also responsible for the Minerals and Waste Local Plans with Southend-on-Sea Unitary Authority.

