

Chelmsford Draft Local Plan

Preferred Options Consultation Document

March 2017



Our Planning Strategy to 2036



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1- Introduction

About this document

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

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

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

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

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

1.6 The format of this document is set out below:

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

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

¹ These development needs have been assessed from a base date of 2013

² Annual National Halifax Quality of Life Surveys 2012-2014

³ The reference to Essex in this document includes the Unitary Council areas of Southend-on-Sea and Thurrock often referred to as Greater Essex.



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

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

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

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

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

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

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

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

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

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

What stage are we at?

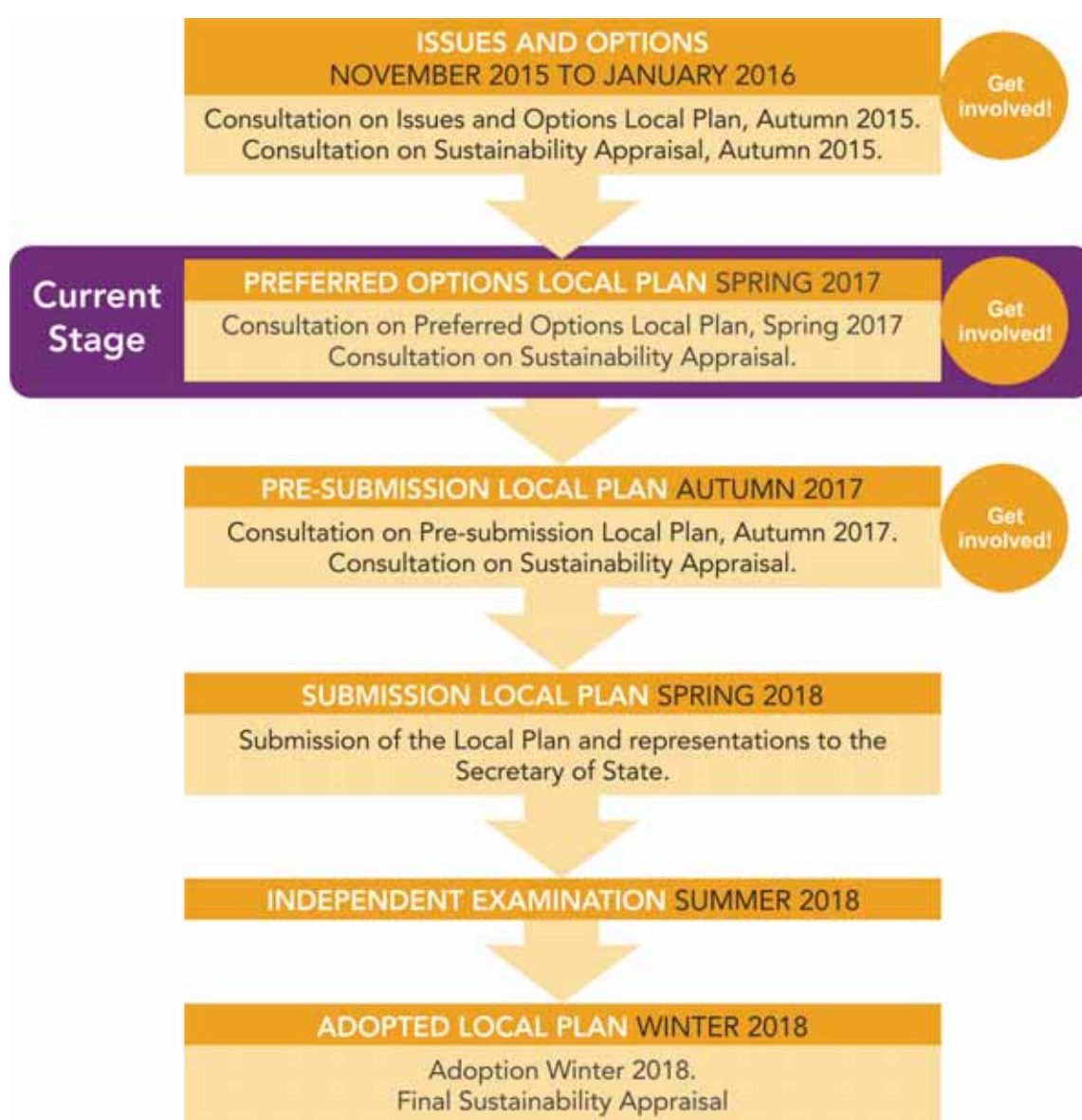
1.7 This document is the Draft Local Plan - Preferred Options. It has been prepared following a first public consultation in Winter 2015/16.

1.8 That consultation - the Local Plan Issues and Options - focused on the issues facing Chelmsford and a number of options on how these could be addressed, including potential levels of new development with possible locations and areas of search for growth. A Sustainability Appraisal (SA) assessed these issues against a range of social, environmental and economic indicators to help identify all the likely significant effects.



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

1.10 There are a lot more stages to go through until the Local Plan can be adopted. The diagram below shows where we are now, and the work we still have to do. The detailed timetable is set out within our Local Development Scheme, which is available to view online at: www.chelmsford.gov.uk/_resources/assets/attachment/full/0/46369.pdf.





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

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

What else needs to be considered?

National Planning Policy and Housing White Paper

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

1.14 On 7 February 2017, the Government published for consultation a new Housing White Paper. This seeks to put measures in place to ensure the timely delivery of the right type of homes in the right places. This includes proposals, which will be the subject of a further consultation, for a nationally consistent method for determining objectively assessed housing need. We believe that many of the proposals and principles contained within the Housing White Paper are already reflected and addressed in this draft Local Plan. However, we will closely monitor the progress of new legislation and resulting national planning policy. This will be fully reflected in the next stage of preparation of the Local Plan – Proposed Submission.

How will we assess environmental impacts?

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

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



1.17 A Habitat Regulations Assessment (HRA) accompanies the Preferred Options consultation. This assesses whether this new Local Plan would adversely affect a European habitat site. These include Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites, for example, the Crouch and Roach Estuaries in South Woodham Ferrers. The HRA advises on appropriate mitigation strategies where adverse effects are identified.

1.18 The Council will take into account the findings of the SA and HRA assessments when preparing this new Local Plan, alongside national policy and guidance, our evidence base and formal consultation responses.

How are we engaging with other Councils and partners?

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

1.20 The Council's approach to this positive engagement is detailed in the Duty to Co-operate Strategy, which explains who we will engage with, when we will do it, and what methods we will use. The Council has undertaken an initial Duty to Co-operate scoping consultation on potential cross-boundary matters, and responses have fed into this document. In addition, the Council needs to have regard to other authorities' plans. This includes neighbouring authorities' Local Plans, Essex County Council's Minerals and Waste Plans, and strategies of any other relevant bodies.

What evidence have we used?

1.21 As well as working with partners and stakeholders, the Council has undertaken a significant amount of research to help it to select its Preferred Options. This is called the Evidence Base, and includes background information, the Council's existing strategies and current planning policy, and specially commissioned studies on particular topics where more information was helpful. These include environment, heritage, population, homes, transport, economy, and infrastructure. A list of evidence is given in Appendix B, and all documents can be viewed on our website at www.chelmsford.gov.uk/new-local-plan.

1.22 Some of the evidence work is ongoing, and additional studies will be prepared to inform the next stages of the Local Plan, to include:

- Infrastructure Delivery Plan (IDP) – a joint plan to identify infrastructure capacity for the combined growth area of Chelmsford, Braintree, Colchester and Tendring
- Level 2 Strategic Flood Risk Assessment (SFRA) - a more detailed assessment of sites in areas of existing flood risk, which will allow improvements to be recommended
- Community Infrastructure Levy (CIL) Charging Schedule – a review of the statutory charge on new development to incorporate latest Government updates



- Whole Plan Viability Assessment – an assessment of the impact of the Local Plan policies and proposals on the financial viability of future development proposals to ensure they are deliverable which includes the level of affordable housing to be required
- Highway Junction Modelling – a detailed assessment of the capacity of specified highway junctions and the potential interventions required to support new development
- Transportation Studies and Assessments undertaken by Essex County Council.

1.23 These, and other updated documents, will be added to the Evidence Base when they are completed.

Essex Minerals Local Plan 2014

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

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

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

Essex and Southend-on-Sea Waste Local Plan

1.27 Essex County Council is also the Waste Planning Authority for the City, and is responsible for preparing planning policies, and also for assessing applications for waste management development. The Essex and Southend-on-Sea Waste Local Plan (2001) is part of the statutory Development Plan and should be read alongside the Chelmsford Local Plan. It sets out where and how waste management developments can occur, and contains the policies against which waste management planning applications are assessed. A Replacement Waste Local Plan was submitted for Independent Examination in June 2016 and is planned for adoption in 2017. It will cover the period from 2017 to 2032.

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



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

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

Planning Validation Requirements

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

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

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

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

1.34 These community groups can prepare the following:

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

1.35 Neighbourhood Plan groups have been set up in Boreham, Broomfield, Danbury, Little Baddow, South Woodham Ferrers and Writtle.



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

How to comment

1.37 We want to encourage as many people and organisations as possible to have their say on this Local Plan Preferred Option. We are also inviting comments on the accompanying Sustainability Appraisal.

1.38 You can comment on as much or as little as you wish but it would be helpful if you could provide feedback to the following questions:

Question 1

Do you agree with the Strategic Priorities? Y/N

If you do not agree with any of the Strategic Priorities please give the reasons for your answer and explain how you would like to see them changed (please specify the Strategic Priority you are referring to in your comments).

Question 2

Do you agree with the Vision? Y/N

If you do not agree with the Vision please explain how you would like to see the Vision changed.

Question 3

Do you agree with the Spatial Principles? Y/N

If you do not agree with any of the Spatial Principles please give the reasons for your answer and explain how you would like to see them changed (please specify the Spatial Principle you are referring to in your comments).



Question 4

Do you agree with the Strategic Policies that set out how future development will be accommodated (Policies S2-S15)? Y/N

If you do not agree with any of the Strategic Policies please give the reasons for your answer and explain how you would like to see them changed (please specify the Strategic Policy you are referring to in your comments).

Question 5

Do you agree with the Site Allocation Policies that set out where future development growth will be focused (Policies GR1, CW1a-1f, SGS1a-1g, GS1h-1s, GS9-10, OS1a-1c, SGS2-8, EC1-4, TS1 and SPA1-6)? Y/N

If you do not agree with any of the Site Allocation Policies please give the reasons for your answer and explain how you would like to see them changed (please specify the Site Allocation Policy you are referring to in your comments).

Question 6

Do you agree with the other Local Plan Policies that cover housing, employment, the environment and design (Policies HO1-3, EM1-2 etc.)? Y/N

If you do not agree with any of the other Local Plan Policies please give the reasons for your answer and explain how you would like to see them changed (please specify the Policy you are referring to in your comments).

Question 7

Do you agree with or have any comments on the Proposals Maps? (Chelmsford North, Chelmsford South, Map 1 -35)? Y/N

Please provide your comments. If you do not agree with any of the Maps please give the reasons for your answer and explain how you would like to see them changed (please specify the Map you are referring to in your comments).



Question 8

Do you have any comments on other sections of the Preferred Options Consultation Document and its supporting Evidence Base?

Please provide your comments. If you do not agree with something please give the reasons for your answer and explain how you would like to see them changed (please specify the Section/Appendix you are referring to in your comments).

Question 9

Do you wish to comment on anything else, if so please specify the nature of your comments (support/object/other)?

Please provide your comments. If you do not agree with something please give the reasons for your answer and explain how you would like to see things changed.

Call for Sites 2017

If you are a landowner or promoter of land looking to promote alternative land for consideration as part of the new Local Plan and **did not** submit it as part of the Call for Sites 2014 or 2015 please follow the instructions at www.chelmsford.gov.uk/SHLAA

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



Why should I get involved?



The consultation will run for 6 weeks

8.45am on Thursday 30th March 2017 to 4.45pm on Thursday 11th May 2017

We cannot accept anonymous comments

Any comments received after the closing date cannot be accepted



Online Consultation Portal

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

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

Response Form

1.42 If you prefer to send comments in writing, you should fill in the specially-designed response form which can be emailed or posted to us. We will then record your comments on the Consultation Portal, to make sure they are dealt with alongside the online comments. You can find the response form, and documents for downloading, at: www.chelmsford.gov.uk/new-local-plan.

What happens next?

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

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

1.45 All comments will be carefully considered and used to help prepare the Pre-Submission Local Plan.



2- About Chelmsford

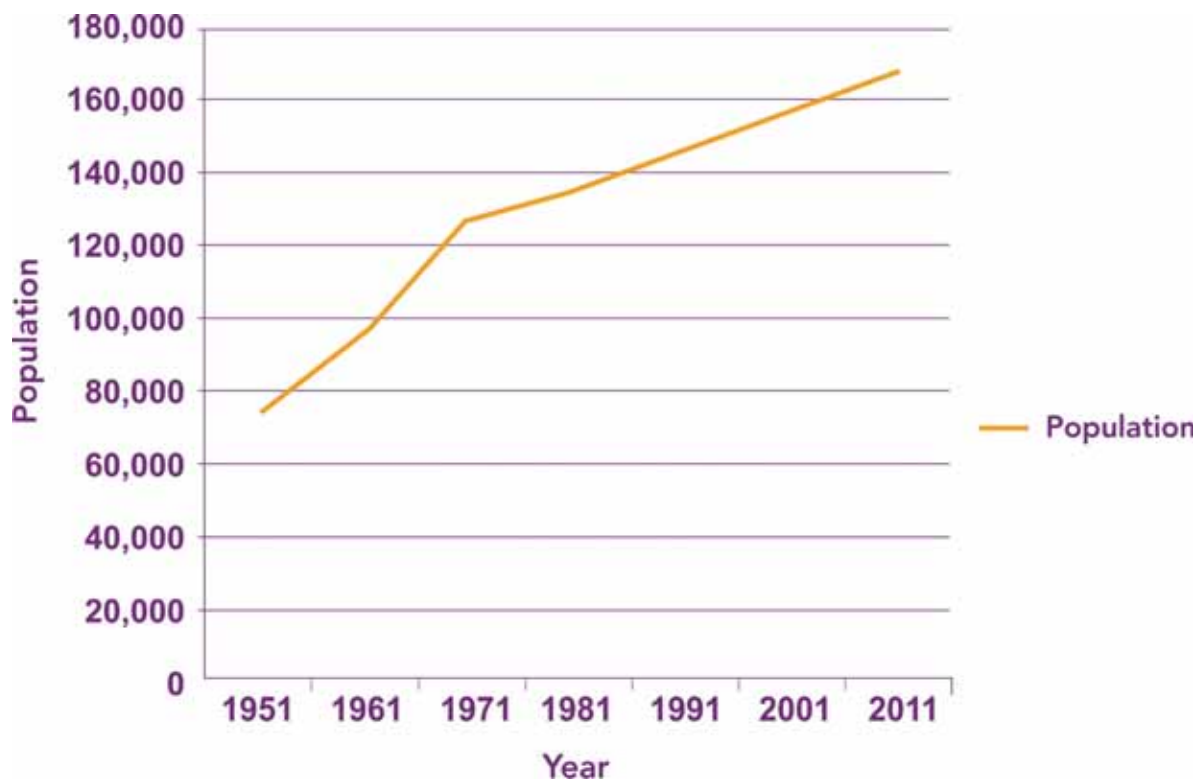
2.1 To help us to plan for the future, we need a good understanding of the characteristics of Chelmsford today, and the issues and opportunities that these present. These are set out in the evidence and background papers supporting this consultation document and summarised below. More detailed information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

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

Population

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

Figure 1 : Population of Chelmsford





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

Deprivation

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

Regional Context

Ambitions for Growth across Essex

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

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

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



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

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

North and Central Essex (Heart and Haven)

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

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

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

2.13 The authorities share a common Housing Market Area (HMA) and have worked in partnership to assess the future housing and job needs across the HMA. Braintree, Colchester and Tendring Council's emerging Local Plans extend to 2033. The home and job numbers for the HMA extrapolated to 2036 are set out in Table 7.

**Table 7 : North and Mid Essex HMA - Objectively-Assessed Housing and Jobs Numbers 2013-2036**

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

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

2.15 Future population growth within the authorities' areas will be driven largely by net internal migration (people moving to Chelmsford from other areas in the UK) rather than natural change (the difference between births and deaths). This authorities Local Plan's will need to ensure that sufficient houses, employment premises and supporting social and other infrastructure are provided. The ageing profile of residents also requires a proactive response to provide the right type of housing and supporting facilities.

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



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

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

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



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



Local Context

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

Jobs and economy

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

2.21 Over 63% or 60,000 of Chelmsford's working population both live and work in Chelmsford. Around 15% of workers commute to London. Other popular destinations for Chelmsford residents to work are Basildon, Brentwood and Braintree. Around 36% of Chelmsford's workforce lives outside the area with significant commuting across North Essex, reflecting a functional economic geography which Chelmsford shares with Braintree, Tendring and Colchester districts.

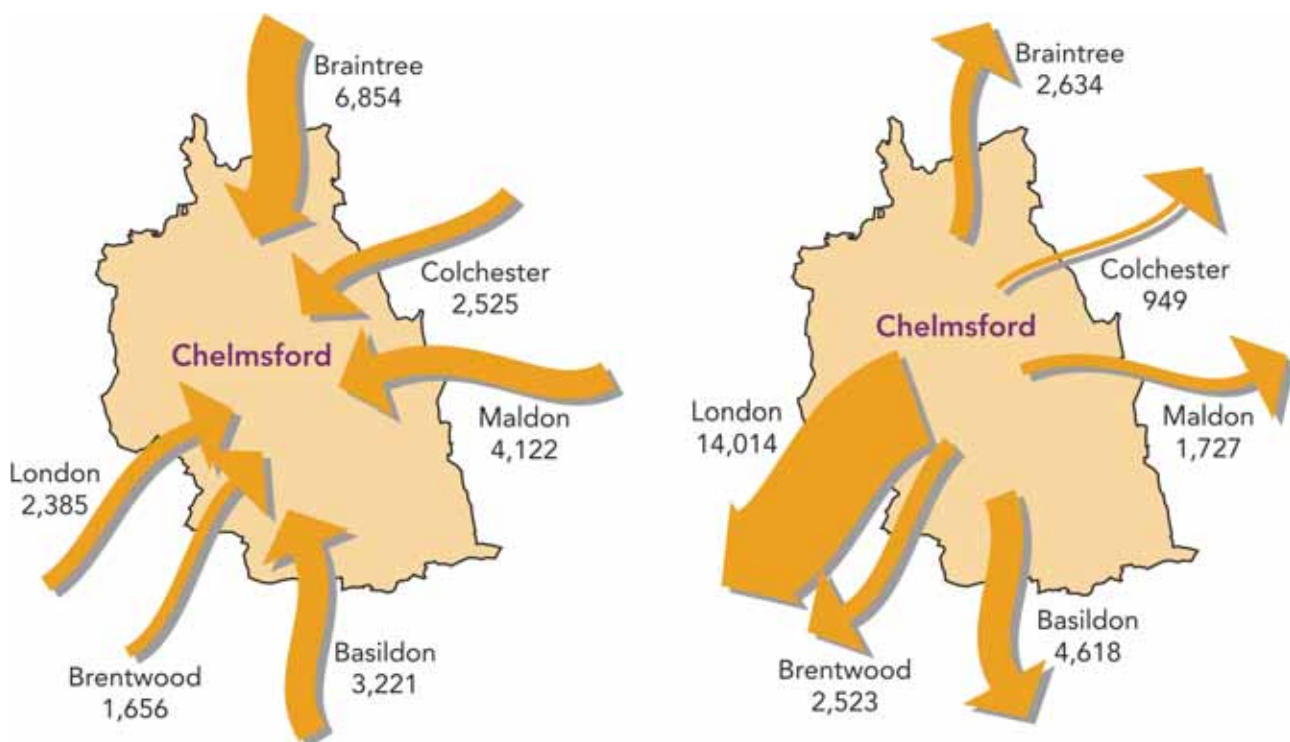


2.22 The economy of Chelmsford is mixed, with high numbers of jobs in the service sector, education and health, administration, manufacturing and construction. Growing employment sectors across Essex that are set to create new jobs over the next 20 years include advanced manufacturing, low carbon and renewable energy technologies, life sciences and healthcare, digital and creative services, financial and business services, and logistics (emerging Chelmsford Economic Strategy, 2016-2036).

Transport

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

Figure 3 : Main commuting flows into and out of Chelmsford



Source: ONS (2011)

2.24 Chelmsford has a wide influence on its surrounding area. The principal roads that connect Chelmsford to the rest of the strategic road network are the A12, A131, A130, A132 and A14. These roads together with the rail network are heavily used, particularly given the proximity to and connectivity with London. The transport modelling evidence base reveals that all the principal roads and many local roads through Chelmsford are at, or near to, capacity during peak periods. For more information on the Local Plan traffic modelling evidence base please refer to paragraphs 3.13 to 3.15.



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

Figure 4 : Chelmsford's Connectivity



Environment

2.26 Chelmsford enjoys a very high-quality environment with 700 hectares of recreational space, including 13 Green Flag accredited parks, complemented by an extensive network of Green Wedges, Green Corridors, gardens, and nature reserves. The Green Wedges and Corridors cover 9% and 3% of the land in the whole of the Chelmsford area. Major cities in the UK have an area of open land around their built-up extent which is designated as Green Belt. This is designed to prevent the unrestricted sprawl of these cities. The Green Belt in Chelmsford is part of London's Green Belt often referred to as the Metropolitan Green Belt. There are three rivers that flow through Chelmsford and a range of habitats and high levels of biodiversity including sites of local, national and European importance. The Green Belt covers almost 34% of the land in the south and west of Chelmsford, shown in Figure 5.



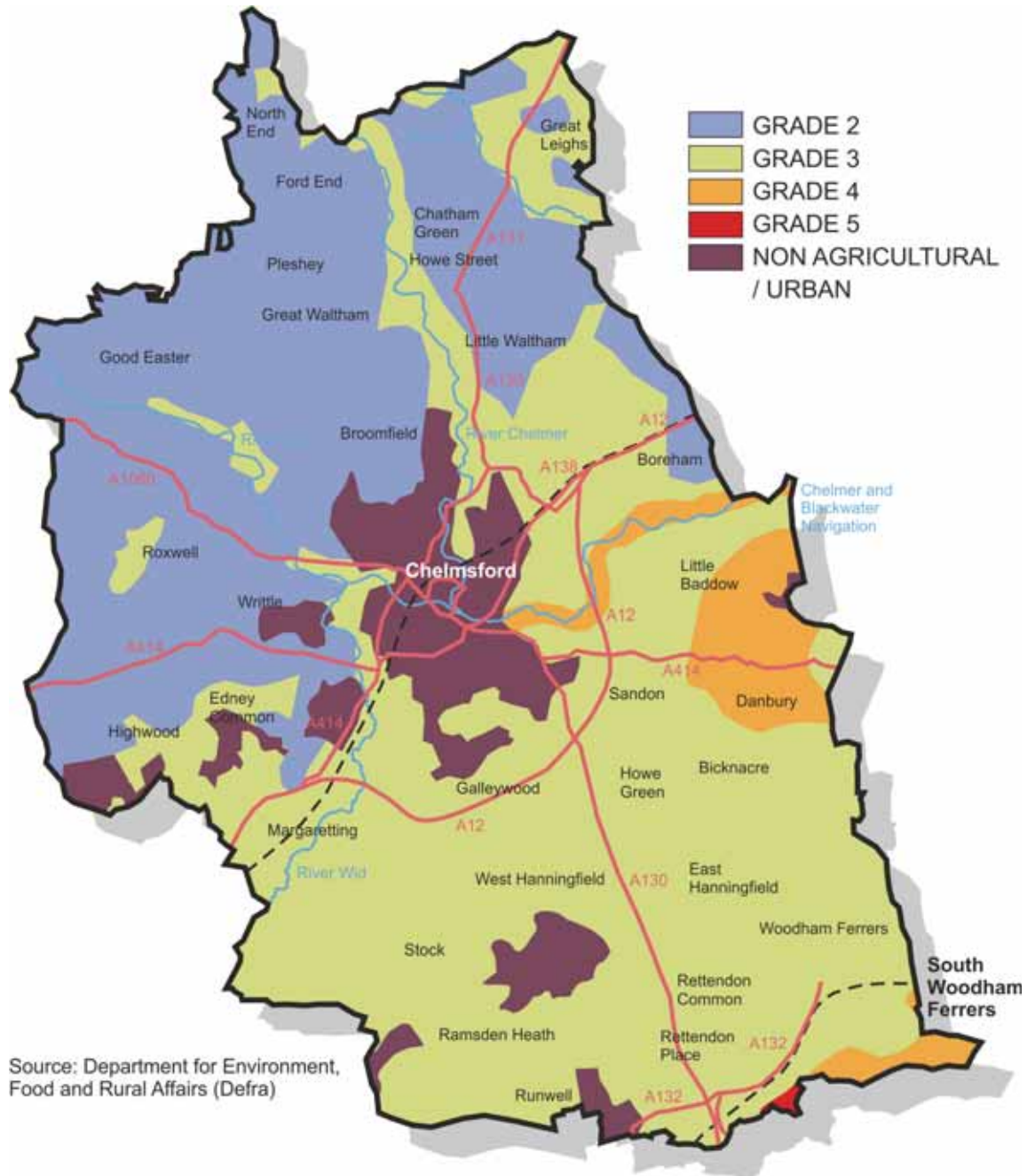
Figure 5 : London's Green Belt



2.27 There are large areas of agricultural land. Figure 6, showing Natural England's Agricultural Land Classification of Chelmsford, sets out most of this is classified as agricultural Grades 2 and 3 (very good and good-to-moderate quality). The remainder is Grade 4 or 5 (poor quality). There is no land classified as Grade 1 (excellent) with the majority of Grade 2 land in the north and west of Chelmsford.



Figure 6 : Agricultural Land Classification



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

2.29 Chelmsford is also rich in history, with over 1,000 listed buildings and 25 Conservation Areas. Its historic landscape contains many archaeological sites dating back to pre-historic times.



Education and Skills

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

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

Community Facilities and Services

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

Health

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

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



Current and future role of Chelmsford

2.35 We have studied Chelmsford's evolution and role within Greater Essex today and what it is likely to be over the next 40-50 years, to ensure that we recognise Chelmsford's roles within the County when planning for its future development.

Chelmsford's Evolution

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

2.37 The strategy of the Council's current Local Plan (the Local Development Framework) is to focus development on brownfield sites in Chelmsford City Centre and to extend the City to the north of the built-up area. Many of these sites are now being built. This includes major development on greenfield sites at Beaulieu and Channels in north east Chelmsford, and the development of large City Centre brownfield sites such as the former St John's Hospital site, former University Central Campus site and former Marconi Works.

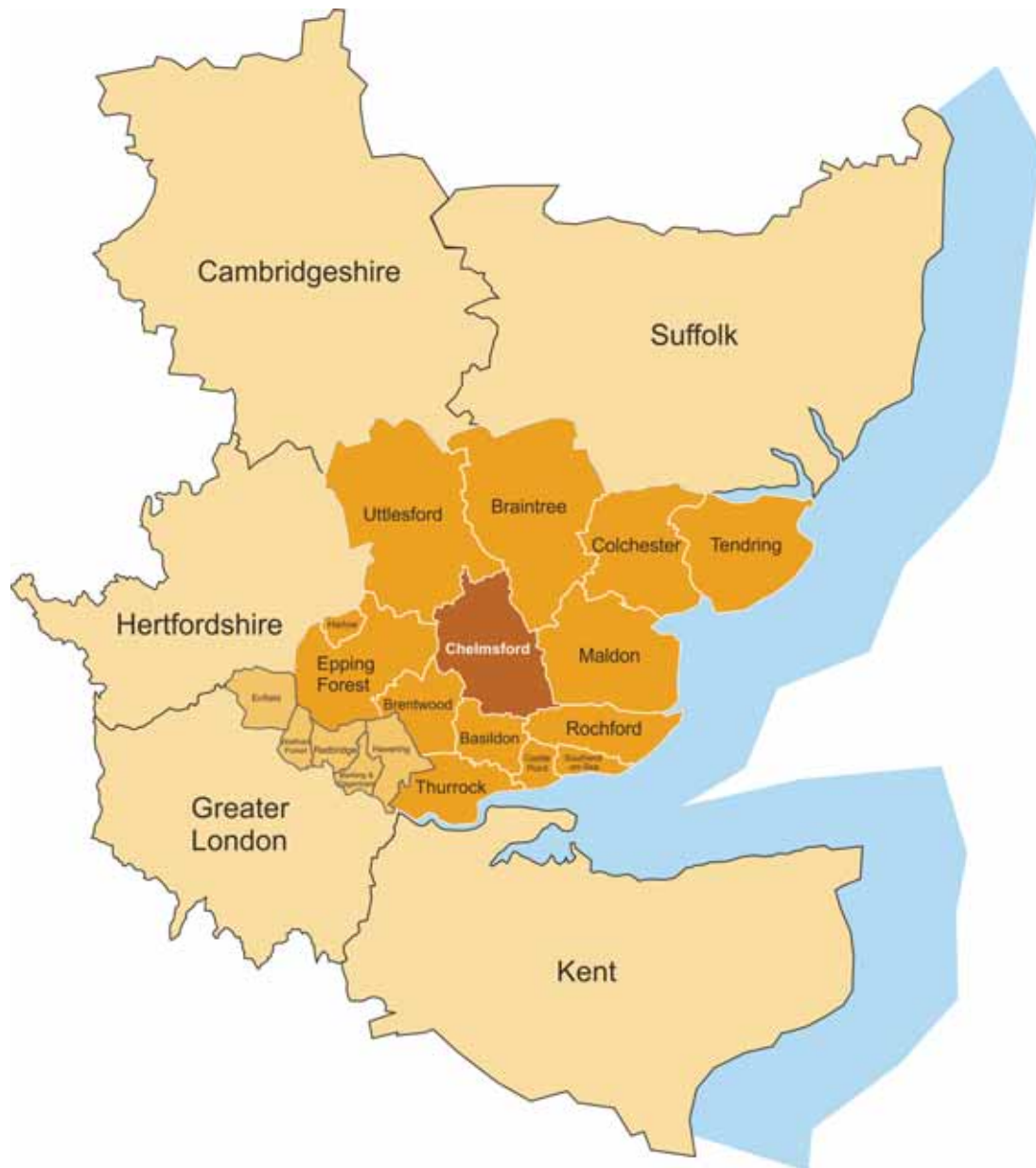
Chelmsford – Present Day to 2036

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

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



Figure 7 : Map of Planning Authorities that surround Chelmsford



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



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

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

Chelmsford 2036 – 2050

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

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

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



3- What are our Strategic Priorities?

Our Strategic Priorities

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

Strategic Priority 1 - Ensuring Sustainable Patterns of Development

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

3.3 The Local Plan will follow the national planning policy approach of sustainable development to ensure that appropriate development can be approved without delay. A balance needs to be struck between the need for, and positive benefits of, development against its impacts. This is tested through separate Sustainability Appraisals.

Strategic Priority 2 - Meeting the needs for new homes

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

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

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

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

3.7 Unemployment is low in Chelmsford. Around 1% of the population claim jobseekers allowance (ONS, November 2016). Chelmsford also has a higher proportion of managerial and professional workers compared to regional and national averages. However, Chelmsford does have a skills shortage



in some sectors including healthcare, and some workers are unable to afford homes close to work. This creates additional pressure to make sure that adequate provision is made for housing in line with Chelmsford's role as a regional and sub-regional centre.

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

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

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

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

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

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

Strategic Priority 5 - Delivering New and Improved Strategic Infrastructure

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

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

3.15 Independent consultants, Ringway Jacobs, through Essex County Council are undertaking transport modelling to help support the proposals in the new Local Plan. The Local Plan evidence base comprises currently three traffic modelling reports including a specific report on the Preferred



Options Local Plan. These are listed in Appendix B. The Preferred Options traffic modelling report follows an earlier assessment of the transport impact of the three Spatial Options in the Issues and Options Local Plan and a subsequent assessment of three hybrid Spatial Options. The modelling outputs indicate that the patterns and severity of congestion across Chelmsford in the modelling remain broadly consistent regardless of differences in Local Plan development allocation and the mitigation measures identified. Further work is currently underway to consider the likely traffic impact on local junctions most affected by the preferred development sites and the mitigation measures to help to improve the performance at the junctions. The results of this additional modelling work will inform the Pre-Submission Local Plan.

3.16 This Plan has been subject to a Strategic Flood Risk Assessment (SFRA). Some sites in areas of existing flood risk will now be subject to a more detailed assessment, which will allow improvements to be recommended.

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

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

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

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

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



Strategic Priority 6 - Delivering New and Improved Local Infrastructure

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

3.23 As described above in paragraphs 3.13 to 3.15, a key infrastructure challenge will be ensuring that the local and strategic transport network can accommodate the proposed future growth. The traffic modelling evidence base work will continue to assess the transport implications of the Local Plan throughout its preparation.

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

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

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

Strategic Priority 7 - Protecting and enhancing important environmental and heritage assets

3.27 Chelmsford has a wide range of environmental assets including Green Belt, other national environmental designations such as SSSI's, local wildlife habitats and woodlands which need to be protected and enhanced at the same time as achieving the growth required. There are also a large number of heritage assets across the Chelmsford area. All of these form part of the local distinctiveness of the area.

3.28 In line with national policy and the evidence base, the policies and allocations in the Local Plan will ensure that new development takes place in a sustainable way (by balancing economic, social and environmental priorities). This includes ensuring that Chelmsford can accommodate its future growth requirements with minimal effect on the environment for example by promoting development of brownfield land in Chelmsford's Urban Area. The Local Plan will also protect and enhance local distinctiveness.



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

3.30 The river valleys that run into and connect with the centre of Chelmsford are an important local asset which not only offer natural flood protection but contribute significantly to the local landscape and character of the area.

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

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

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

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

3.34 The Local Plan policies will also seek to promote the health and wellbeing of communities for example by requiring development to contribute to creating an inclusive built and natural environment, to provide new green spaces, sport and recreation facilities and to promote active and healthy lifestyles through the enhancement of walking and cycling. Where appropriate new development will also be required to provide new primary health services and to submit a Health Impact Assessment.

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

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



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

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

Where are these Strategic Priorities addressed?

3.38 The nine Strategic Priorities set out above are addressed within the following sections of the Local Plan:

Table 8 : Strategic Priorities

Section	Strategic Priorities								
	1	2	3	4	5	6	7	8	9
4 - Our Vision and Spatial Principles	•	•	•	•	•	•	•	•	•
5 - Creating Sustainable Development	•				•	•	•		•
6 - How will future development growth be accommodated?	•	•	•		•	•	•	•	•
7 - Where will development growth be focused?	•	•	•	•	•	•	•	•	•
8 - Protected and Securing Important Assets	•	•	•	•	•	•	•	•	•
9 - Making High Quality Places	•	•			•		•	•	
10 - Monitoring and Implementation	•	•	•	•	•	•	•	•	•



4- Our Vision and Spatial Principles

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

Vision for Chelmsford

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

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

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

By 2036, Chelmsford will continue to:

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



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

Spatial Principles

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

STRATEGIC POLICY S1 – SPATIAL PRINCIPLES

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

- **Maximise the use of brownfield land for development**
- **Continue the renewal of Chelmsford City Centre and Urban Area**
- **Locate development at well-connected sustainable locations**
- **Utilise garden community principles for strategic development allocations**
- **Protect the Green Belt**
- **Protect the character of valued landscapes, heritage and biodiversity**
- **Respect the pattern and hierarchy of settlements**
- **Ensure development is deliverable**
- **Ensure development is served by necessary infrastructure**
- **Use development to secure new infrastructure**
- **Plan for the longer-term**



Reasoned Justification

4.4 Development growth needs to be managed to ensure sustainable development is achieved. Therefore, to manage this change, a series of Spatial Principles have been established. These are all interrelated and when considered together will shape the Council's Spatial Strategy.

Maximise the use of brownfield land for development

4.5 In order to make the best use of land and to ensure that new development is located in sustainable locations, there is a need to make the most of brownfield land.

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

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

Continue the renewal of Chelmsford City Centre and Urban Area

4.8 To ensure the continued urban renaissance and renewal of Chelmsford City Centre and its surrounding Urban Area, brownfield sites will be allocated for new development including new residential, office, employment and mixed use developments. This will assist in urban regeneration by re-using derelict and other urban land in Chelmsford and help it transform into an even more vibrant and successful place.

Locate development at well connected sustainable locations

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

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



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

4.11 Sustainable transport management will be based on promoting transport modes which minimise environmental impact and promote social inclusion. It is important that developments are well located and connected in relation to existing walking, cycling and public transport networks, and where appropriate provide enhanced facilities, as this will ensure that there is the maximum potential to use these modes as attractive alternatives to cars.

Utilise garden community principles for strategic development allocations

4.12 Garden community principles as determined by the TCPA will be encouraged on strategic development sites. These include high standards of design and green infrastructure, provision of local employment opportunities, incorporation of sustainable drainage systems and creation of attractive areas for sport, leisure and recreation.

Protect the Green Belt

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

Protect the character of valued landscapes, heritage and biodiversity

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

Respect the pattern and hierarchy of existing settlements

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



Ensure development is deliverable

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

Ensure new development is served by necessary infrastructure

4.17 Development will need to be supported by provision of infrastructure, services and facilities that are identified to serve the needs arising from new development, and provided and available when first needed to serve the occupants and users of the development. This will include maximising the efficient use of existing infrastructure and securing forward-funded infrastructure that supports new development such as the provision of new schools.

Use development to secure new infrastructure

4.18 The Council will actively engage with partners to maximise the opportunities presented through new development to help fund and deliver new and improved infrastructure necessary to mitigate the impact that arises from new development, especially where significant new greenfield housing development is required.

Plan for the longer-term

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

Alternatives Considered

No Policy, rely on NPPF-

Within the NPPF there is requirement to articulate a local vision to meet development needs. Therefore, this is not a reasonable alternative.

Alternative or Additional Spatial Principles-

The preferred Spatial Principles best reflect national planning policy and the comments received to the Issues and Options Local Plan Consultation. Therefore, this is not a reasonable alternative.



5- Creating Sustainable Development

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

Addressing sustainability

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

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

STRATEGIC POLICY S2 – SECURING SUSTAINABLE DEVELOPMENT

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

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

Development that complies with the Local Plan in this regard will be approved without delay, unless material considerations indicate otherwise.

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

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



Reasoned Justification

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

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

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

Alternatives Considered

No Policy, rely on NPPF–

The policy translates the “presumption in favour of sustainable development” and ensures that the achievement of sustainable development is a golden thread running through the Local Plan, to ensure consistency with the NPPF. This option is not therefore a reasonable alternative.

STRATEGIC POLICY S3 – ADDRESSING CLIMATE CHANGE AND FLOOD RISK

The Council, through its planning policies and proposals that shape future development, will seek to mitigate and adapt to climate change. In addressing the move to a lower carbon future for Chelmsford, the Council will encourage new development that reduces the need to travel and is designed to reduce harmful emissions and the use of natural resources by promoting energy and resource conservation and efficiency measures.

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

The Council will require that all major development will incorporate water management measures to reduce surface water run-off. The principal method to do so will be the use of Sustainable Drainage Systems (SuDS).



Reasoned Justification

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

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

5.9 To mitigate the impacts of climate change, the Climate Change Act 2008 commits the UK to reducing carbon dioxide emissions by at least 80% below 1990 levels by 2050. This is a very challenging target and local plans present an obvious opportunity to help meet this target e.g. by shaping the location and design of new development and by setting performance standards for buildings.

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

5.11 The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk. In order to reduce flood risk within Chelmsford City Centre, the Council will work with the Environment Agency to put in place strategic flood defence measures upstream from Chelmsford's Urban Area on the Rivers Can and Wid and, in appropriate circumstances, local flood protection measures within development sites.

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

5.13 The Council also requires for major sites i.e. those over 10 dwellings or 1,000sqm floorspace, the provision of sustainable drainage systems for the disposal of surface water within and leading from major development sites.



Alternatives Considered

No Policy, rely on NPPF–

The NPPF sees the transition to a low carbon future climate change as a core planning principle. However, it does not provide detailed guidance on the Council's expectations for new development. It is considered that the policy is required to give clarity to developers and local communities. This option is not therefore a reasonable alternative.

STRATEGIC POLICY S4 – PROMOTING COMMUNITY INCLUSION

The Council, through its planning policies and proposals, will promote community inclusion. This will help maximise the equality of opportunity and access for all to social, educational, health, employment, recreational, green space, community buildings and cultural facilities in order to further improve quality of life and wellbeing and reduce social and economic deprivation.

The Council recognises the importance of community-led planning and will support community groups in the production of Neighbourhood Plans and other community-led planning tools.

Reasoned Justification

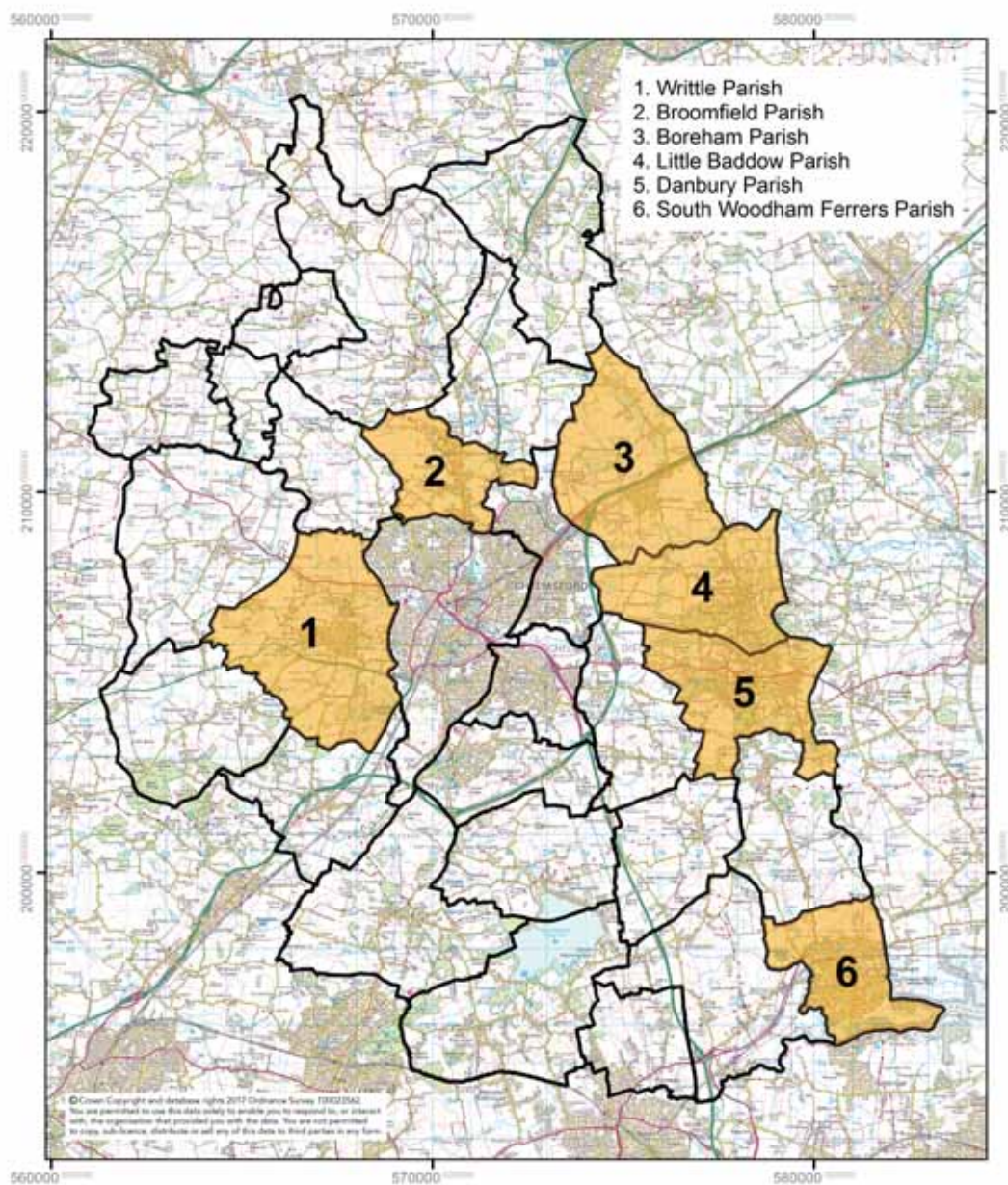
5.14 The Council recognises the importance of access and opportunities to social and economic services and facilities; and the impact this has on the quality of people's lives and wellbeing. The Council will consider favourably proposals which support and strengthen local services, with a particular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

5.15 The Council, in partnership with other stakeholders, will seek to reduce levels of social and economic deprivation. This will be achieved by coordinating planning and regeneration strategies to ensure that improved services, community facilities and infrastructure are provided in those areas where indices of deprivation require targeted improvements. The use of Garden Community Principles for strategic new development can help ensure the integration of new and existing communities, as well as creating attractive places to live.



5.16 Neighbourhood Plans will play an important role in implementing the Local Plan. They will enable local communities to influence the detailed policies and proposals at the neighbourhood level within the strategic framework set out in the Local Plan. There are currently six designated Neighbourhood Plan areas at Boreham, Broomfield, Danbury, Little Baddow, South Woodham Ferrers, and Writtle. The extent of these designated areas is shown in Figure 8. The Council will support neighbourhood plan groups in the preparation of their plans and has published guidance within the adopted Statement of Community Involvement (March 2016).

Figure 8 : Areas covered by Neighbourhood Plans





Alternatives Considered

No Policy, rely on NPPF-

The NPPF promotes inclusive communities. However, it does not provide detailed guidance on how this will be achieved locally. It is considered that the policy is required to give clarity to developers and local communities. This option is not therefore a reasonable alternative.

STRATEGIC POLICY S5 – CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

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

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

There is a presumption in favour of protecting the significance of non-designated heritage assets, including buildings, structures, features and gardens of local interest, as detailed in the Council's Register of Buildings of Local Value and within the Inventory of Design Landscapes of Local Interest prepared by the Essex Gardens Trust.

Reasoned Justification

5.17 Chelmsford has a rich and diverse heritage. It has many heritage assets which are worthy of protection for their significance. Within Chelmsford there are 1,006 listed buildings. There are also 25 Conservation Areas, 19 Ancient Monuments, and 6 Registered Parks and Gardens all of which are shown on the Proposals Map.

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



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

5.20 The Secretary of State may schedule sites containing buildings, structures or other works, either above or below the surface of land, and those considered of national importance, as ancient monuments. These archaeological and/or historical features represent a finite and non-renewable resource that are vulnerable to damage and destruction. Any works to Scheduled Monuments require the consent of the Secretary of State.

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

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

Alternatives Considered

No policy, rely on the NPPF –

This would not cover the main objectives of the policy in terms of how to identify and assess all assets of local heritage significance. This option therefore, is not a reasonable alternative.



STRATEGIC POLICY S6 – CONSERVING AND ENHANCING THE NATURAL ENVIRONMENT

The Council is committed to protecting and enhancing the natural environment. Sites of international, national, regional and local importance will be protected and, where possible, enhanced.

The Council will plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure by firstly directing development away from protected sites and landscapes of ecological value. Secondly, in accordance with the Spatial Strategy, the use of brownfield sites will be maximised. Where greenfield sites are developed they should incorporate features capable of creating networks of biodiversity and green infrastructure.

The Council will ensure that any new development does not contribute to water pollution and, where possible, enhances water quality. This can be achieved through the use of Sustainable Drainage Systems, which when well designed, may also contribute to enhancing biodiversity and amenity in Chelmsford.

Reasoned Justification

5.23 The Council has a duty to protect sites of international, national, regional and local nature conservation importance. The importance of these sites in the City is reflected in the range of designations and reflects the specific importance of particular habitats. Designated sites include Ramsar Sites, Special Protection Areas, Special Areas of Conservation (SACs), Sites of Special Scientific Interest (SSSIs), Ancient Woodlands, Local Nature Reserves and Local Wildlife Sites. Appropriate weight will also be given to sites pending designation.

5.24 The Council is embarking on a Green Infrastructure Strategy which will help to shape and co-ordinate the delivery and protection of Green Infrastructure across Chelmsford.

5.25 SUDS should reduce surface water flooding, improve water quality and enhance the biodiversity. SUDS achieve this by lowering flow rates, increasing water storage capacity and reducing the transport of pollution to the water environment.

Alternatives Considered

No policy, rely on the NPPF –

The policy follows the requirements of the NPPF and also includes specific reference to the role of water management in reducing pollution locally. This option therefore, is not a reasonable alternative.



STRATEGIC POLICY S7 – PROTECTING AND ENHANCING COMMUNITY ASSETS

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

Reasoned Justification

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

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

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

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



5.30 Land south of New Hall School, east and west of Avenue Approach comprises an extensive area of mainly agricultural land. This forms an important part of the setting of New Hall and is allocated as an area for conservation/ strategic landscape enhancement (Estate Parkland) to compensate for the effect of development in North East Chelmsford. As part of the original masterplan for Chelmer Village, an area of open land was identified for informal strategic recreation. These designations are shown on the Proposals Map.

Alternatives Considered

Rely solely on site allocation policies to identify community assets –

This would not cover any additional assets which may come forward outside of site specific allocations. Therefore, this is not a reasonable alternative.



6- How will future development growth be accommodated?

6.1 This Section sets out the requirements for development for the period up to 2036 and the Council's Spatial Strategy. It also presents a number of strategic policies including policies related to securing infrastructure and delivering growth.

Development requirements

STRATEGIC POLICY S8 – DEVELOPMENT REQUIREMENTS

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

A. HOUSING

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

To ensure flexibility of supply and to help significantly boost housing supply, as required by the NPPF, the Local Plan will allocate sites to provide capacity for approximately a further 20% over the Plan period. This totals 22,122 net new homes:

Housing	Net new homes
Completions 2013-2016	2,088
Existing Commitments with planning permission	8,356
Existing Commitments without planning permission (re-allocation of existing LDF sites)	843
New Local Plan Allocations including windfalls	10,835
TOTAL	22,122



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

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

In order to meet identified need a total of 24 permanent plots will be provided for Travelling Showpeople as defined by national planning policy in the period 2013-2036.

Travelling Showpeople Accommodation	Net new plots
New nomadic Travelling Showpeople plot requirement 2021-36	24

B. EMPLOYMENT AND RETAIL

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

To meet the need for additional convenience retail floorspace of 11,500sqm either within the City Centre or Chelmsford Urban Area and additional convenience retail floorspace of 1,900sqm at South Woodham Ferrers.

Reasoned Justification

New Homes

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

6.3 The OAHN report was updated in November 2016 to take account of the 2014 based national population and household projections together with an update to Strategic Housing Market Assessment (SHMA) undertaken in December 2015. It provides up-to-date independent evidence to support the

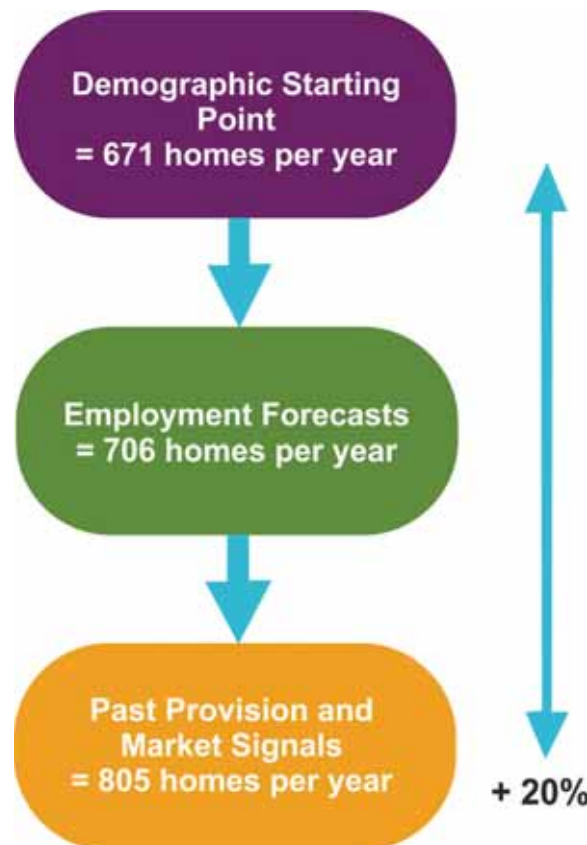


Council's housing requirement for the Local Plan. The base date for these assessments is 2013. There are three key stages in deriving the OAHN:

6.4 Stage 1 Demographic Starting Point - In accordance with Government policy and guidance, the national demographic projections are the starting point for assessing how much housing will be required across an area. Using the most up-to-date ONS 2014-based Sub-National Population Projections covering the period to 2037, some 90,000 more people will be living in the HMA area. Using these projections, and the 2014-based Government household projections, the demographic starting point to meet this increase in population in Chelmsford is 671 homes per-year.

6.5 Stage 2 Employment Forecasts - The OAHN Study provides a further analysis of economic forecasts. This reveals that to support the expected jobs growth of 725 new jobs a year in Chelmsford, an uplift of the demographic starting point is needed. A minimum of 706 new homes per-year is identified to meet projected job increases.

6.6 Stage 3 Past Provision and Market Signals - The OAHN Study also states that an uplift is needed to respond to issues related to the past provision of homes and to address 'market signals'. In Chelmsford's case the past provision of homes has not always met annual Plan targets and issues of affordability are more evident than in other locations in the HMA. The Study also assesses additional London-related migration needs. To take into account these factors, which all overlap, the OAHN Study recommends a 20% market signal uplift to the OAHN above the demographic starting point.





Affordable Housing Need

6.7 The Strategic Housing Market Assessment (2015) identifies the need for 175 new affordable homes per-year. This equates to 22% of the OAHN which is well within the current affordable housing requirement of 35%. Therefore, there is no need to increase the OAHN to meet the need for more affordable homes in Chelmsford.

6.8 Therefore, taking into account all the stages set out above, the full OAHN for Chelmsford is 805 net new homes per year.

Housing Supply

6.9 Using the full OAHN of 805 new homes per-year, the total requirement is 18,515 dwellings for the 23 years from 2013-2036. The Government has indicated through the publication of the new Housing White Paper, that there will be a more standardised national approach to formulating housing need. It is also likely that local planning authorities will need to increase their housing targets. Therefore to address this issue and also provide flexibility in the supply of housing sites and help significantly boost its supply the Council proposes to allocate in the Local Plan, capacity to provide a further 20% supply buffer above the OAHN. The 20% allows for an additional year of housing supply in Chelmsford to be maintained throughout the Local Plan period. The 20% supply buffer is to be used solely for these purposes and not for meeting any unmet housing need arising from any other local planning authority area. This same approach was implemented by the Council's adopted LDF covering the period 2001-2021. The Council will reassess this position in light of the final proposals following the Government's consultation on the Housing White Paper.

6.10 When taking the 20% supply buffer into account provision is made for a total of 22,122 new homes in the period 2013-2036. When considering existing housing completions (2,088) and LDF commitments (9,199), the residual requirement for the period to 2036 is 10,835 new homes.

6.11 Using the full OAHN for the period 2013/14 -2015/16, there is a small shortfall of 327 new homes. Through the development of existing housing commitments this shortfall is forecast to be eliminated by 2017/18. In the period 2013-2016, 2,088 new homes have been completed. The Council's Housing Site Schedule April 2016, shows that there are 6,212 homes either committed or projected for delivery in the period 2016-2021. Of these 5,439 have planning permission. A further 337 new homes on sites above 10 dwellings have been granted planning permission in the period April-December 2016 for delivery between 2016 and 2021, giving a total of 5,776 homes with planning permission for the period 2016 to 2021. There are a further 2,580 new homes with planning permission scheduled for delivery beyond 2021, giving a total of 8,356 new homes with planning permission over the period 2016 to 2036. In addition there are 843 existing commitments, in the form of allocated sites in the current Local Development Framework, without planning permission which will be re-allocated.

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



6.13 For the purposes of calculating the Council's rolling five-year housing land supply the full OAHN of 805 homes per-year will be used.

Gypsy and Travellers and Travelling Showpeople

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

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

6.16 The Gypsy and Traveller Accommodation Assessment finds no evidence of need for a transit site within Chelmsford.

6.17 The Council will expect to see Travelling Showpeople accommodation provided on suitable large strategic development allocations. Expectations for the delivery of the strategic growth locations including requirements for Traveller accommodation and affordable housing are set out in separate strategic site policies.

New Employment and Retail Floorspace

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

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



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

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

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

6.23 The Chelmsford Retail Capacity Study 2015 shows that Chelmsford is one of the best performing shopping centres in the sub-region. It has an impressive range of shops and offers an attractive shopping environment drawing people into the city centre from across Essex and beyond. The study shows a current and growing need for more food retail floorspace of up to 11,500 sqm up to 2036 in Chelmsford. Due to the recent expansion of comparison retail, the study identifies limited capacity for further non-food retail floorspace.

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

6.25 Strategic Growth Sites, those providing over 100 new homes, have an accompanying policy which sets what the expectations for their delivery. Growth Sites, those providing less than 100 new homes, also have specific policies where appropriate.



Alternatives Considered

No Policy, rely on NPPF-

The NPPF requires local planning authorities to proactively meet the need for new housing, employment and retail. Local Plans should set a clear strategy for their area to encourage sustainable growth and inward investment. Therefore, this is not a reasonable alternative.

Use demographic starting point for housing -

This would increase the risk that insufficient land is available to meet identified needs for housing in response to identified market signals. This could risk the Council failing to demonstrate a five year supply of deliverable housing land. This approach has therefore been rejected by the Council.

Use OAHN without 20% additional supply buffer -

In the absence of the final national methodology for calculating OAHN, not having a buffer could potentially conflict with the Government's proposals within the Housing White Paper. It could also reduce choice and competition in the market for land and increase the risk that insufficient land is available to meet identified needs for housing. This could risk the Council failing to demonstrate a five year supply of deliverable housing land. Therefore, at this stage this approach has been rejected by the Council, although this will be reconsidered in light of emerging Government policy.

Increase or decrease employment and retail floor space requirements -

This would not be supported by the Local Plan evidence base. Therefore, this is not a reasonable alternative.

Increase or decrease Traveller pitch requirements -

This would not be supported by the Local Plan evidence base. Therefore, this is not a reasonable alternative.



The Spatial Strategy

6.26 The Spatial Strategy sets out the scale and distribution of new development across Chelmsford during the Local Plan period up to 2036. It is based on a number of considerations including national planning policy, the Local Plan and Vision, Spatial Principles, environmental constraints, and the availability and viability of land for development.

6.27 In broad terms, the Spatial Strategy will focus growth to the most sustainable locations by making the best use of previously developed land in Chelmsford Urban Area. As this area is unable to accommodate all of the new development needed, the Local Plan will also allocate land for development in the following areas:

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

STRATEGIC POLICY S9 – THE SPATIAL STRATEGY

The Council will focus new development, including housing, employment and leisure, office, cultural and tourist facilities, retail and mixed use development, on the higher order settlements of Chelmsford and South Woodham Ferrers, and the Key Service Settlements outside of the Green Belt, in accordance with the Settlement Hierarchy set out below:

Settlement Hierarchy

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



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

New strategic development will be based on the three Growth Areas of Central and Urban Chelmsford, North Chelmsford, and South and East Chelmsford using the distribution set out in the Key Diagram and Proposals Map, and set out below:

Spatial Strategy - Development Locations

Development Locations (2021-2036)		Net New Homes	Net New Traveller Pitches	Travelling Showpeople	Net New Employment Floorspace
Location	Growth Area 1 - Central and Urban Chelmsford				
1.	Brownfield sites in Chelmsford Urban Area	2,000*			Office 4,000sqm, Food Retail 11,500sqm
2.	West Chelmsford – Warren Farm (North of Roxwell Road)	800		5	
3.	East Chelmsford - East of Great Baddow / North of Sandon	400			Office/High Tech Business Parks 5,000sqm
Area Total		3,200		5	9,000sqm Office/Business, 11,500sqm Food Retail
<i>Existing Commitments without Planning Permission (re-allocations)</i>	<i>Lockside, Navigation Rd Peninsula, Wharf Rd, Writtle Telephone Exchange Galleywood Reservoir</i>	<i>588</i>			



Development Locations (2021-2036)		Net New Homes	Net New Traveller Pitches	Travelling Showpeople	Net New Employment Floorspace
Location	Growth Area 2 - North Chelmsford				
4.	North East Chelmsford	3,000		9	Office/High Tech Business Parks 45,000sqm
5.	Moulsham Hall and North Great Leighs	1,100		5	
6.	North of Broomfield	800			
7.	East of Boreham	145			
Area Total		5,045		14	45,000sqm Office/Business
<i>Existing Commitments with Planning Permission</i>	<i>North East Chelmsford Beaulieu and Channels Post-2021 delivery</i>	<i>2,580</i>	<i>10</i>		<i>40,000sqm Office/Business</i>
<i>Existing Commitments without Planning Permission (re-allocation)</i>	<i>Land South and West of Broomfield Place and Broomfield Primary School Pre-2021 delivery</i>	<i>223</i>			



Development Locations (2021-2036)		Net New Homes	Net New Traveller Pitches	Travelling Showpeople	Net New Employment Floorspace
Location	Growth Area 3 - South and East Chelmsford				
8.	North of South Woodham Ferrers	1,000		5	Flexible Business Space 1,000sqm, Food Retail 1,900sqm
9.	South of Bicknacre	30			
10.	Danbury	100			
Area Total		1,130		5	Office 1,000sqm, Food Retail 1,900sqm
<i>Existing Commitments without Planning Permission (re-allocation)</i>	<i>St Giles, Bicknacre</i>	32			
Windfall Allowance 2021-2036		1,500			
TOTAL NEW ALLOCATIONS		10,875		24	Office/Flexible Business Space 55,000sqm, Food Retail 13,400sqm

**The capacity of 2,000 net new homes on brownfield sites in Central and Urban Chelmsford is a projection of the likely delivery in the period 2021-2036. Sites with a total of 2,407 new homes are allocated in the Local Plan providing a measure of flexibility to ensure that this projection is met.*



There will also be opportunities for small-scale rural exception sites providing affordable homes to meet identified local needs in locations where there are policies of constraint. Windfall sites are further expected to be a reliable source of supply during the period of the Local Plan.

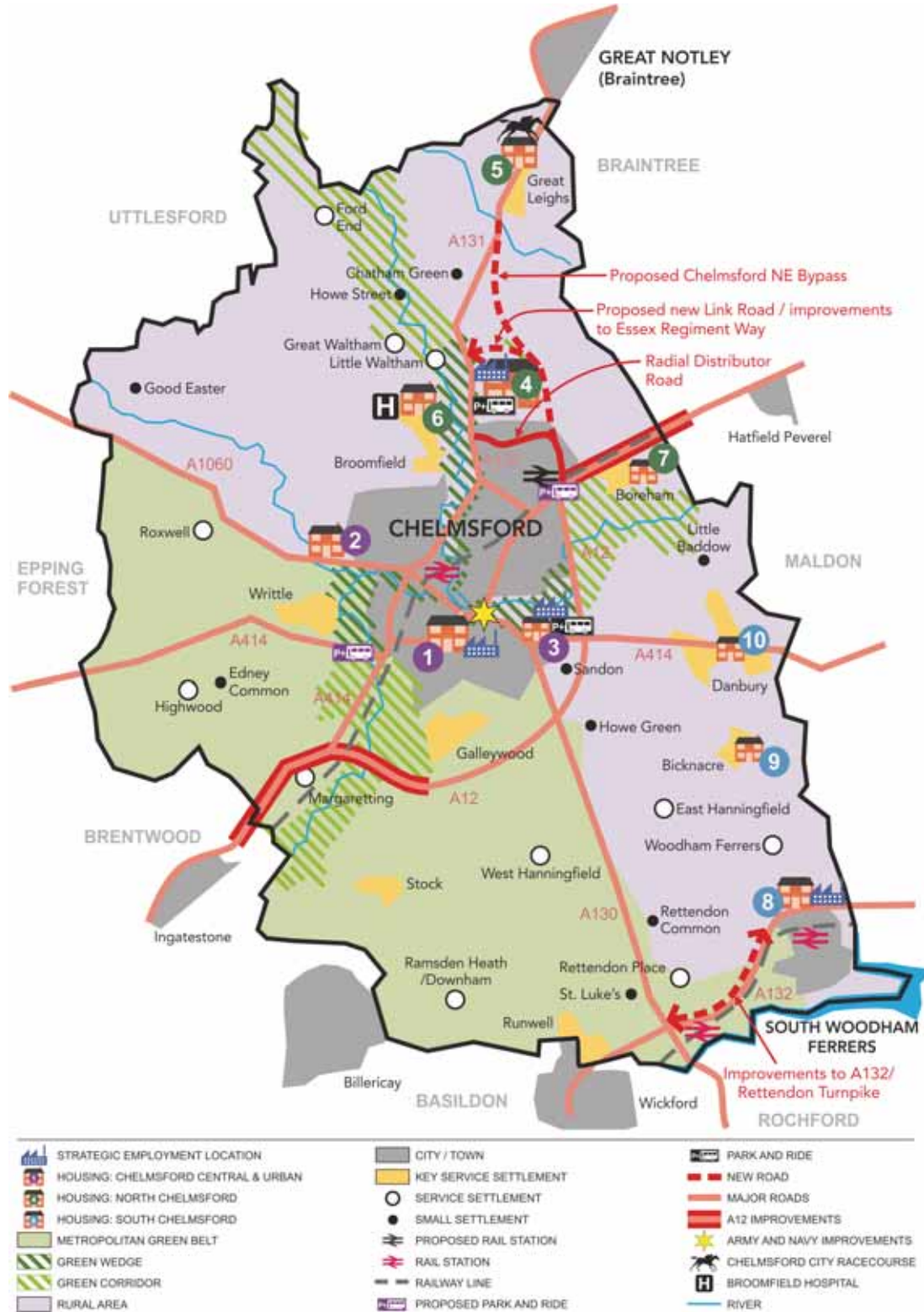
All development allocations will be located to ensure existing settlements maintain their distinctive character and to avoid coalescence between them. Beyond the main settlements the Council will support diversification of the rural economy and the conservation and enhancement of the natural environment.

New development will be phased according to deliverability and identified need to support a five-year rolling supply of specific deliverable sites and to ensure the timely provision of new infrastructure.

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



Figure 9 : Key Diagram





Reasoned Justification

6.28 The Local Plan will focus new development, including housing and employment growth, at the most sustainable locations that meet the Local Plan Vision and Spatial Principles. Whilst the Council will seek to make the best use of previously developed land, this will not accommodate all of the development needed. Therefore, land is allocated for development in other areas including urban extensions to Chelmsford and South Woodham Ferrers and at Key Service Settlements. All of these locations are outside of the Green Belt, which in accordance with the NPPF, the Council will protect from inappropriate development.

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

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

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

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



6.33 The objective for development in the Chelmsford Urban and Central Growth Area is to focus on the regeneration of brownfield sites in Urban Chelmsford to continue the urban renewal and renaissance of the City. As brownfield sites can have more complicated delivery issues and accommodate existing uses, it is considered prudent to make an allowance for 2,000 new homes to be provided from these sites although the sites allocated in the Local Plan allocate sites with a capacity for about 2,407 new homes. In addition to brownfield sites, sustainable new neighbourhoods on the edge of Urban Chelmsford linked to the City Centre by public transport, cycling and walking form part of the strategy for this Growth Area. These new neighbourhoods are located close to the Green Wedges in order to maximise opportunities for cycling and walking into the City Centre.

6.34 Sustainable new development in North Chelmsford will be based around urban extensions which follow Garden City principles (e.g. comprehensively planned, enhance the natural environment and provide high quality homes) and can help to deliver strategic infrastructure including the Chelmsford North East Bypass.

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

6.36 Development in North East Chelmsford will accommodate a substantial amount of the housing and employment growth planned for Chelmsford within the Local Plan period and beyond in a sustainable way. These new developments will be phased according to deliverability and identified need. It is anticipated that smaller allocated sites will provide the majority of supply in the first five years alongside existing commitments. Larger development sites will deliver the majority of new development in the 6-10 and 11-15 year periods of the Local Plan.

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

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

6.39 Housing delivered on windfall sites will also make an important contribution to the spatial strategy. These are sites expected to come forward throughout the Plan period and as such are taken into account in determining the residual housing requirement. The Council has assessed the contribution of windfall sites on past housing supply in Chelmsford. The evidence shows that around 150 new homes have been built on windfall sites per-year. For future housing supply, a windfall allowance of 100 new homes a year is considered robust and represents a modest contribution to overall supply. The Council will strongly resist development on unallocated greenfield sites where they would conflict with other relevant Local Plan policies.



6.40 Development at North East Chelmsford and Great Leighs will provide the opportunity for comprehensively planned new settlements that responds directly to their local and individual site context. These developments will be underpinned by Garden City principles developed by the Town and Country Planning Association. Development on all strategic sites will follow a masterplanned and landscape-led approach.

6.41 Special Policy Areas will be defined within and around existing facilities and institutions to enable their operational and functional requirements to be planned in a strategic and phased manner as they are within locations where policy would ordinarily be one of constraint. Chelmsford Racecourse is being developed as a major new racecourse and equestrian centre with supporting entertainment facilities. Broomfield Hospital is an important regional hospital and the largest employer in the Council's area, and will require room for expansion and upgrading of facilities. Writtle University College is a long-established and nationally-recognised land-based technologies institution, which is seeking to expand and broaden its educational facilities and opportunities. Hanningfield Reservoir Treatment Works is a major site containing water treatment facilities, and will need to cater for the long-term provision of water supplies and related business functions. Sandford Mill is located within the Chelmer River Valley and comprises a former water treatment works and associated facilities. It has been recognised as an opportunity for a mixed-use development incorporating a range of leisure development in conjunction with usage of the Chelmer and Blackwater Navigation. The RHS Gardens at Hyde Hall are nationally-important landscape scale gardens. There has been significant investment at Hyde Hall in the recent past, with a new visitors centre and associated development, and the RHS have plans for continued investment in the gardens. The Council will consider development proposals within each Special Policy Area in the context of an approved masterplan for each site.

6.42 New retail floor and employment floorspace will be focused in Chelmsford City Centre and Urban Area and South Woodham Ferrers in accordance with the hierarchy of retail and service centres. New employment and centres will also be needed to support the development on specific strategic sites.

6.43 Policies to support the rural economy including tourism-related development and farm diversification schemes whilst protecting the countryside are also in the Protecting and Securing Important Assets Policies Chapter.

Alternatives Considered

No Policy, rely on NPPF-

This would reduce the weight of the proposed Settlement Hierarchy for guiding future planning decisions and undermine the Spatial Strategy. This is not a reasonable alternative.



Pursue alternative Spatial Options -

Reasonable alternatives to the spatial options set out in this document were assessed in the Issues and Options SA/SEA and the Preferred Options SA/SEA. There are not more appropriate alternative Spatial Options.

Development growth in the Green Belt -

This has been discounted as sufficient and suitable land is available outside the Green Belt to meet the area's development needs in a sustainable way. It would also undermine the protection of the Green Belt by national planning policy. This approach has therefore been rejected by the Council.

Development growth in the Green Wedges and Green Corridors -

This has been discounted as sufficient and suitable land is available outside these areas to meet the areas development needs in a sustainable way. It would also undermine the protection of the Green Wedges and Green Corridors as valued landscapes. This approach has therefore been rejected by the Council.

Alternative Spatial Strategy – Urban Focus with Growth at Hammonds Farm and Key Service Settlements outside the Green Belt -

This differs from the preferred Spatial Strategy by substituting North East Chelmsford (Location 4) with a new settlement east of the A12/north of the A414 (known as 'Hammonds Farm'). This has been discounted as it is not supported by the Plan evidence base including the Landscape Sensitivity and Capacity Assessment and Preferred Options SEA/SA.

Delivering Growth

6.44 Chelmsford will continue to grow in the period up to 2036. This will include increases in the number of homes, jobs and places to shop and visit. There are a number of general principles that underpin the management of this growth.



STRATEGIC POLICY S10 – DELIVERING HOUSING GROWTH

The Council will ensure that the objectively-assessed needs for market and affordable housing for Chelmsford is fully met. The following principles will underpin the approach to delivering housing growth:

- Maximise the use of previously developed land in sustainable locations;
- Ensure that all major new housing development follows a masterplanned approach which is supported by necessary infrastructure to create successful new communities;
- Provide a mix of size, type, tenure and range of housing to widen opportunities to create sustainable, inclusive and mixed communities;
- Protect existing housing from redevelopment to other uses.

Reasoned Justification

6.45 Meeting housing needs is an essential part of the Local Plan and the future growth of Chelmsford. The NPPF states that local plans should meet the full objectively-assessed needs for market and affordable housing. One of the core principles of the planning system as set out in the NPPF is the effective use of previously developed land for development.

6.46 The Council recognises that the level of housing need in Chelmsford will necessitate the release of greenfield land for housing development. Through the policies and proposals of the Local Plan these greenfield releases will need to be masterplanned and supported by necessary infrastructure to ensure they meet housing need but crucially become successful places to live. In order to address the continued need for housing there is a requirement to protect existing housing from changes of use or redevelopment which results in a net loss of housing.

Alternatives Considered

No Policy, rely on NPPF-

Within the NPPF there is requirement to articulate a local vision to meet development needs. Therefore, there is no reasonable alternative.



STRATEGIC POLICY S11 – DELIVERING ECONOMIC GROWTH

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

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

- Priority will be given to the use of previously developed land in sustainable locations and also focusing new employment at locations well-served by existing or planned public transport provision;
- Allocated employment areas will be safeguarded for employment uses, unless it can be demonstrated that there is no reasonable prospect of the site being used for that purpose. Alternative uses will be considered against other relevant Local Plan policies;
- Support the sustainable growth and expansion of rural businesses;
- Chelmsford City Centre and sites allocated for employment are the appropriate locations for large new office development; and
- New employment development will be a key component of growth within specific proposed new Strategic Growth Sites.

Reasoned Justification

6.47 The economic vitality of Chelmsford and the success of its businesses are fundamental to improving the prosperity and quality of life of existing and future residents. There is a need to ensure that Chelmsford's businesses thrive, innovate and can be even more productive. The Local Plan ensures that Chelmsford fosters new economic growth and the new jobs that are created to meet forecast local needs and to further support Chelmsford's economic success.

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

6.49 The release of new employment growth allocations will be phased in five-year stages to ensure a flexible rolling supply of employment land over the Local Plan period. In order to support Chelmsford's economic diversity it is important to retain where appropriate existing designated employment areas in order to maintain supply and choice of employment floorspace. This includes



the provision of essential ancillary facilities close to places of employment and rural employment development opportunities which have seen significant growth in recent years.

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

6.51 Other relevant policies of the Local Plan provide the criteria for the detailed implementation of the economic vision and strategy.

Alternatives Considered

No Policy, rely on NPPF-

Within the NPPF there is requirement to articulate a local vision to meet development needs. Therefore, there is no reasonable alternative.

STRATEGIC POLICY S12 – INFRASTRUCTURE REQUIREMENTS

The Council will require developers to ensure that development is supported by the provision of necessary infrastructure, services and facilities to serve the needs arising from new development.

Key infrastructure needed to support the delivery of the Local Plan includes, but is not limited to:

- Chelmsford North East Bypass
- Beaulieu Park Railway Station
- Improvements to the Army and Navy Junction
- Strategic flood defence measures to protect Chelmsford City Centre
- Improved road infrastructure aimed at reducing congestion and providing more reliable journey times along, for example, the A12, A130, A131 and A414
- Junction improvements on the A12 and other main roads to reduce congestion
- An additional new Radial Distributor Road in North East Chelmsford
- Additional Park and Ride site to serve West Chelmsford
- Additional Park and Ride site to serve Beaulieu Park Railway Station
- Capacity improvements to the A132 between the Rettendon Turnpike and South Woodham Ferrers
- Transport links between new neighbourhoods and Chelmsford City Centre and employment areas



- The encouragement of public transport use, and provision of sustainable transport measures and other transport improvements in the locality or directly related to development
- Cycle routes and footway improvements
- Bus Priority and rapid transit measures
- Neighbourhood Centres in the new neighbourhoods including community, primary healthcare, retail and leisure facilities
- Early years, primary and secondary, and tertiary education provision to serve new and existing communities including
- Open space and public realm enhancements
- Green Infrastructure
- Recreational provision
- Cultural facilities
- Community facilities across Chelmsford
- Utility infrastructure including electricity and gas distribution and supply, water supply and waste water treatment, telecommunications and superfast broadband

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

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

Priorities for infrastructure provision or improvements are also contained within individual strategic growth location policies.

Reasoned Justification

6.52 New development can place additional demand upon existing infrastructure and services including the local and strategic transport network, healthcare, open spaces and education provision. Some existing infrastructure in Chelmsford has little or no spare capacity to cope with population growth and new development. Therefore new development proposals must contribute to improvements in infrastructure capacity to cater for the additional needs they generate. In conjunction with the Council's HMA authorities consultants have been commissioned to produce an Infrastructure Delivery Plan (IDP). This will categorise infrastructure needs and provide a delivery framework which will inform the preparation of the next stage of the Local Plan (Pre-Submission Consultation Document).



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

Transport Infrastructure

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

6.55 Given high levels of commuting, the relative prosperity of Chelmsford and ongoing demand for services and facilities, transport infrastructure is already under pressure. A significant change in how people make their journeys towards more sustainable travel choices is necessary. The Local Plan seeks to improve transport infrastructure and ensure that new development is accessible by sustainable forms of transport.

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

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

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

6.59 A number of consultations led to a preferred route being safeguarded through the 2008 Core Strategy. Essex County Council has reviewed the scheme and is proposing an updated safeguarded area for allocation in this Local Plan, making sure there is enough space for the scheme and that no land is safeguarded unnecessarily.

6.60 This does not alter the previously agreed route for the bypass, but it will ensure the bypass can be built, connected to the local road network, and provide land for environmental mitigation. The updated safeguarded area is shown on the Proposals Map.

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



Table 9 : Strategic Zonal Focuses

Zone	Aim
Outer	<ul style="list-style-type: none">• Remove as much traffic as possible from the outskirts of the city and beyond• Utilise the existing and potential future Park and Rides (Park and Ride Strategy)• Encourage rail use to access Chelmsford (Rail Strategy)• Efficient utilisation of the strategic route network to direct people onto the most appropriate routes into the city centre (Network Management Strategy)
Mid	<ul style="list-style-type: none">• Encourage trips originating within Chelmsford to be made by sustainable modes (Bus Strategy and Cycling Strategy)
Central	<ul style="list-style-type: none">• Improve the pedestrian environment for walking trips and shoppers and visitors (Public Realm Strategy and Walking Strategy)• Utilise the network to its best advantage by directing trips onto the most appropriate route (Network Management Strategy)• Direct the remaining car trips to the most appropriate car park (working with Chelmsford City Council)

6.62 The Local Plan will seek to support the aims and objectives of the County Council through the three Growth Areas and allocations identified.

Alternatives Considered

No Policy, rely on NPPF-

This would risk required infrastructure improvements not being delivered. This is not a reasonable alternative.

Rely upon Essex Local Transport Plan-

The Plan predates the Local Plan therefore does not address specific infrastructure requirements from Chelmsford's projected growth. This is not a reasonable alternative.

STRATEGIC POLICY S13 – SECURING INFRASTRUCTURE

The Council will ensure that new development is supported by necessary infrastructure, services and facilities that are identified to serve the essential needs arising from new development. Infrastructure must be provided and available when first needed to serve the occupants and users of the development.



Infrastructure will be coordinated and delivered in partnership with other authorities and agencies such as the Highways Authority, Highways England, the Local Education Authority, strategic rail bodies and the Environment Agency, utility companies, Mid Essex Clinical Commissioning Group and private sector partners.

An Infrastructure Delivery Plan (IDP) will identify the key infrastructure needed to support the planned development and more detail about its phasing and costing. The provision of infrastructure may be achieved on-site or off-site through Community Infrastructure Levy (CIL) receipts and/or through planning conditions or legal agreements.

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

Reasoned Justification

6.63 The new housing, employment and other development proposed in the Local Plan will increase demands on physical infrastructure such as roads and sewers, social infrastructure such as health and education facilities, and green infrastructure, such as open spaces. The Council will work with partners to bring forward the necessary infrastructure that is required in order to deliver the Local Plan's Spatial Strategy.

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

6.65 The Council will work with infrastructure providers through the CIL and planning obligations to facilitate the timely provision of infrastructure needed to support development. This may involve suitable phasing of development in order to ensure that essential infrastructure is in place when needed. The CIL funds from all developments within Chelmsford will be pooled, allowing the forward-funding of vital infrastructure required to support a particular development.

6.66 The Council will require masterplans for larger development sites to provide an indicative development layout, phasing and implementation plan and to help ensure the timely delivery of infrastructure.

6.67 An Infrastructure Delivery Plan (IDP) will assess the current status of infrastructure across Chelmsford and help to identify what new infrastructure investment is required to support the Local Plan growth. The IDP will accompany the Pre-Submission Local Plan and identify funding sources,



spending priorities and help define a review of CIL spending priorities. As part of this process the Council will ensure that the impact of the Local Plan policies and potential new CIL rates on development viability to ensure the growth aspirations can be delivered alongside developer contributions to help fund infrastructure improvements.

Alternatives Considered

No Policy, rely on NPPF-

This would result in uncertainty regarding how developer contributions will be secured. This is not a reasonable alternative.

STRATEGIC POLICY S14 – THE ROLE OF THE COUNTRYSIDE

The Council, through its planning policies and proposals, will ensure that countryside that performs important national planning policy objectives such as the Green Belt, recognised areas of ecological, historic and functional importance; and other landscapes that are locally recognised and valued for their intrinsic character and beauty, will be protected from inappropriate development.

The general extent of the Green Belt will be maintained and the main river valleys will be designated as Green Wedges and Green Corridors. Areas outside of the Urban Areas and Defined Settlement, not within the Green Belt, will be designated as the Rural Area.

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

Reasoned Justification

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



6.69 The Council attaches great weight to the protection and enhancement of the Green Belt and identified locally valued landscapes which include the main river valleys which are designated as Green Wedges and Green Corridors. The extent of the Green Belt will be maintained and only minor and limited alterations to the boundary are proposed to reflect any changes in circumstances arising from development on the ground and to ensure that there is clear and defensible boundary.

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

6.71 There are fewer restrictions in principle for new development in the Rural Area, the Green Wedges and the Green Corridors. Nonetheless, development must be in accordance with the Spatial Strategy and any development in the Rural Area must be suitable and compatible with its character, as set out in other relevant policies in the Local Plan. Development will be supported provided it does not adversely impact the identified intrinsic character and beauty and complies with other relevant policies of the Local Plan. The Council will use its Landscape Character, Sensitivity and Capacity Assessments, alongside any other appropriate and relevant evidence which could include that being prepared to support a Neighbourhood Plan, to assess the character of the area and its sensitivity to change.

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

STRATEGIC POLICY S15 – ROLE OF CITY, TOWN AND NEIGHBOURHOOD CENTRES

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



Chelmsford City Centre

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

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

South Woodham Ferrers Town Centre

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

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

Principal Neighbourhood Centres

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

Local Neighbourhood Centres

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

Reasoned Justification

6.73 The NPPF requires that centres are designated and placed in a hierarchy which are defined in Local Plans. The NPPF defines town centre uses as being retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs,



casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

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

6.75 South Woodham Ferrers is the second largest settlement in Chelmsford and its town centre performs an important role providing more local services and facilities.

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

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

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

Alternatives Considered

No Policy, rely on NPPF-

Within the NPPF there is requirement to define the network and hierarchy of centres and define their extent. Therefore, there are no reasonable alternatives.



7- Where will development growth be focused?

7.1 This section provides the strategic policies for delivering the Spatial Strategy. It sets out locations for sustainable new development within the three Growth Areas and how it will be delivered.

7.2 It also sets out the Special Policy Areas which relate to existing institutional uses in the countryside.

Delivering the Growth Areas

7.3 To implement the Spatial Strategy, new development will be directed to sustainable locations within the three Growth Areas, and will be supported by necessary infrastructure including health and education facilities, new roads and sewers and green infrastructure, such as open spaces. This will ensure the future success of Chelmsford as a great place to live, work, visit and invest in.

7.4 Local Plan highways modelling work has been used to identify mitigation measures and transport infrastructure improvements which will be required to support the preferred growth. The City Council is working in partnership with Essex County Council to determine the proposed transport mitigation measures. Further junction modelling is being undertaken by Essex County Council to assess the impact of preferred developments on key local junctions. The City Council are working with the Transport Boards covering the areas of the Heart of Essex and Haven Gateway alongside Highways England and Network Rail on the Strategic Road and Rail corridors.

7.5 The Council will focus new development allocations in the three Growth Areas to implement the Spatial Strategy – (1) Central and Urban Chelmsford, (2) North Chelmsford, (3) South and East Chelmsford.

Growth Area 1 - Central and Urban Chelmsford

7.6 This Growth Area will accommodate around 3,200 new homes, 9,000 sqm of office and business, and 11,500 sqm of convenience retail over the Local Plan period. New development will be focused on previously developed land within Chelmsford to meet the Council's objectives for strengthening and expanding the City as a major residential, employment and retail centre (Location 1). Provision is also made for 5 Travelling Showpeople plots.

7.7 In addition, there will be two greenfield landscape-led residential developments East and West of Chelmsford's existing Urban Area (Locations 2 and 3a and c). These will provide integrated sustainable urban neighbourhoods and a new high-quality business park in East Chelmsford (Location 3b).



7.8 The allocations will improve and enhance public access into the Green Wedges and provide opportunities for sustainable travel (cycling and walking) from the sites into City Centre services and facilities. They will further deliver a number of benefits to the local area including a new country park, new employment, new primary school, enhanced bus services and unlock access into the Sandford Mill Special Policy Area.

Growth Area 2 - North Chelmsford

7.9 This Growth Area will represent a major opportunity to create new strategic neighbourhoods and employment opportunities. In addition to existing commitments at Beaulieu and Channels this includes around 5,000 new homes, and 45,000 sqm of office/business floorspace over the Local Plan period. These will be landscape-led developments, and well-connected by improved road and public transport links. This Growth Area will accommodate the most significant amount of new housing and employment growth in the form of attractive well-designed communities, centred around open space/leisure facilities and a new Business/Science Park. Provision is also made for 10 Traveller pitches and 14 Travelling Showpeople plots.

7.10 The two largest strategic allocations in this Growth Area are at North East Chelmsford (Location 4) and Great Leighs (Location 5). These will be developed as new Garden Communities and deliver substantial new homes and employment over the Local Plan-period, underpinned by a comprehensive package of new infrastructure including new schools, green infrastructure and Neighbourhood Centres. The sites North East Chelmsford (Location 4) and North of Broomfield (Location 6) will also maximise opportunities for enjoyment of the Green Wedge and for sustainable travel into the City Centre (cycling and walking).

7.11 Development in this Growth Area will help to bring forward the Chelmsford North-East Bypass and provide a secondary access into Broomfield Hospital.

7.12 The smaller-scale village expansion of Boreham (Location 7) will also provide opportunities to contribute towards and enhance existing facilities and services.

Growth Area 3 - South and East Chelmsford

7.13 This Growth Area will accommodate over 1,000 new homes, 1,000 sqm of flexible business floorspace and, 1,900sqm of convenience retail, by concentrating development on greenfield land around the existing town of South Woodham Ferrers and at two sustainable Key Service Settlements of Danbury and Bicknacre, which are both outside the Green Belt. Provision is also made for 5 Travelling Showpeople plots.

7.14 The urban extension of South Woodham Ferrers (Location 8) will be well-connected to the existing town and designed around attractive landscape incorporating a new Neighbourhood Centre, new employment area and open space/leisure facilities. Growth at South Woodham Ferrers will help to bring forward improvements along the A132/ Rettendon Turnpike Junction and potential increased rail capacity.



7.15 Smaller-scale village expansions in Danbury (Location 9) and Bicknacre (Location 10) will provide opportunities to contribute towards and enhance existing facilities.

Types of Site Allocation

7.16 The sites that are allocated for development in the three Growth Areas are categorised as shown in Table 10:

Table 10 : Types of Site Allocations

Site Type	Threshold	Commentary
Strategic Growth Sites	Housing and/or mixed use sites for over 100 new homes or above	These include both brownfield and greenfield sites. Sites at North East Chelmsford and Great Leighs proposed as new Garden Communities.
Growth Sites	Residential sites of 100 or less new homes	Smaller brownfield, or other sites, that could be shaped by future Neighbourhood Plans.
Opportunity Sites	No threshold	Sites where a range of uses may be proposed. Site may perform regeneration objectives.
Existing Commitments	10 new homes or above	Previously allocated for housing in the Local Development Framework brought forward as existing Local Plan commitments.



Site Allocation Policies

7.17 The sites allocated for development are grouped by type, details on the amount of growth proposed, and expected delivery, as set out in Table 11 below:

Table 11 : Site Allocation Policies

	Location Number	Development Proposed	Expected Delivery	Site Specific Policy
Strategic Growth Site				
Chelmsford Urban Area	1a-1g	1,965 homes	Throughout Plan Period	Page 100-116
	<p>Rationale</p> <p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by making the best use of previously developed land and existing infrastructure, reinforcing Chelmsford's regional role as 'Capital of Essex' and, facilitating urban renewal and focussing development at well-connected locations and in accordance with the Settlement Hierarchy.</p> <p>Supported by the Plan evidence base e.g. Traffic Modelling, Archaeological Assessment and Urban Housing Capacity Study. Viable and available. No overriding physical constraints to bringing forward the allocations in this location.</p>			
West Chelmsford - Warren Farm	2	800 homes 5 Travelling Showpersons' plots	By 2031	Page 125
	<p>Rationale</p> <p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, maximising opportunities for sustainable travel and delivering new and improved local infrastructure including a new primary school, neighbourhood centre and bus link.</p> <p>Supported by the Plan evidence base e.g. Traffic Modelling, Archaeological Assessment, Landscape Sensitivity Assessment and Heritage Assessment.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>			



	Location Number	Development Proposed	Expected Delivery	Site Specific Policy
East Chelmsford – Manor Farm	3a	250 homes	By 2026	Page 129
	<p>Rationale</p> <p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, making the best use of existing infrastructure including capacity at Sandon School, maximising opportunities for sustainable travel, increasing opportunities for greater access to the Green Wedge, river valley and waterways and, delivering new and improved local infrastructure including a new Country Park and visitor centre and access into Sandford Mill.</p> <p>Supported by the Plan evidence base e.g. Traffic Modelling, Green Wedge and Green Corridor Study, Archaeological Assessment and Landscape Sensitivity Assessment.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>			
East Chelmsford – North of Maldon Road	3b	5,000sqm Office/High-Tech Business Park	By 2026	Page 133
	<p>Rationale</p> <p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, fostering growth and investment and providing new jobs, increasing opportunities for greater use of the Green Wedge, and delivering new and improved local infrastructure including a new early years nursery and expansion of Sandon Park & Ride.</p> <p>Supported by the Plan evidence base e.g. Traffic Modelling, Green Wedge and Green Corridor Study, Archaeological Assessment and Landscape Sensitivity Assessment.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>			



	Location Number	Development Proposed	Expected Delivery	Site Specific Policy
Land south of Maldon Road	3c	150 homes	By 2026	Page 136
	<p>Rationale</p> <p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy and, making the best use of existing infrastructure including capacity at Sandon School.</p> <p>Supported by the Plan evidence base e.g. Traffic Modelling, Green Wedge and Green Corridor Study, Heritage Assessment, Archaeological Assessment and Landscape Sensitivity Assessment.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>			
North East Chelmsford	4	3,000 homes 45,000sqm Office/High-Tech Business Park 9 Travelling Showpersons' plots	By 2036	Page 143
	<p>Rationale</p> <p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, fostering growth and investment and providing new jobs, maximising opportunities for sustainable travel, increasing opportunities for greater access to the Green Wedge and river valley, utilising Garden Community Principles and delivering new and improved infrastructure including new schools, areas for employment, Country Park, neighbourhood centres, a second radial distributor road and the Chelmsford North-East Bypass.</p> <p>Supported by the Plan evidence base e.g. Traffic Modelling and Landscape Sensitivity Assessment.</p> <p>Viable and available with re-phasing of minerals extraction. No overriding physical constraints to bringing forward the allocation in this location.</p>			



	Location Number	Development Proposed	Expected Delivery	Site Specific Policy
Moulsham Hall and North Great Leighs	5	1,100 homes 5 Travelling Showpersons' plots	By 2031	Page 148
	Rationale Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, utilising Garden Community Principles, delivering new and improved infrastructure including a new school, neighbourhood centre and contributions towards the Chelmsford North-East Bypass. Supported by the Plan evidence base e.g. Traffic Modelling, Heritage Assessment, Landscape Sensitivity Assessment and Archaeological Assessment. Viable and available. No overriding physical constraints to bringing forward the allocation in this location.			
North of Broomfield	6	800 homes	By 2031	Page 153
	Rationale Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, maximising opportunities for sustainable travel, increasing opportunities for greater access to the Green Wedge and river valley, delivering new and improved infrastructure including a new school, neighbourhood centre, a secondary access into Broomfield Hospital and Farleigh Hospice and contributions towards the Chelmsford North-East Bypass. Supported by the Plan evidence base e.g. Traffic Modelling, Heritage Assessment, Landscape Sensitivity Assessment and Archaeological Assessment. Viable and available. No overriding physical constraints to bringing forward the allocation in this location.			



	Location Number	Development Proposed	Expected Delivery	Site Specific Policy
East of Boreham	7	145 homes	By 2026	Page 157
	<p>Rationale</p> <p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, and providing opportunities to contribute towards and enhance existing services and facilities.</p> <p>Supported by the Plan evidence base e.g. Landscape Sensitivity Assessment, Heritage Assessment and Archaeological Assessment.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location.</p>			
North of South Woodham Ferrers	8	1,000 homes 1,000sqm Flexible business space 1,900sqm Food Retail 5 Travelling Showpersons' plots	By 2036	Page 166
	<p>Rationale</p> <p>Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, utilising Garden Community Principles, delivering new and improved infrastructure including new employment opportunities and road improvements along the A132/Rettendon Turnpike Junction.</p> <p>Supported by the Plan evidence base e.g. Traffic Modelling, Landscape Sensitivity Assessment, Heritage Assessment and Archaeological Assessment.</p> <p>Viable and available. No overriding physical constraints to bringing forward the allocation in this location. National Grid are investigating the removal of the pylons.</p>			



	Location Number	Development Proposed	Expected Delivery	Site Specific Policy
Growth Sites				
Chelmsford Urban Area	1h-1s	362 homes	Throughout Plan Period	Page 118-122
Drakes Lane	TS1	10 Gypsy and Traveller pitches	By 2021	Page 160
	Rationale Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by providing homes for all. Supported by the Plan evidence base and viable and available. No overriding physical constraints to bringing forward the allocation in this location. Drainage on site subject to further investigation.			
South of Bicknacre	9	30 homes	By 2026	Page 170
	Rationale Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, and providing opportunities to contribute towards and enhance existing services and facilities. Supported by the Plan evidence base e.g. Landscape Sensitivity Assessment and Archaeological Assessment.			
Danbury	10	100 homes	Within Plan Period	Page 171
	Rationale Principles and Spatial Strategy in particular by focussing development in well-connected locations, in accordance with the Settlement Hierarchy and providing opportunities to contribute towards and enhance existing services and facilities. Danbury is preparing a Neighbourhood Plan. There are several potential sites considered viable and available over the Plan period. An allocation of 100 homes is considered acceptable in terms of existing constraints (landscape, highways) and opportunities.			



	Location Number	Development Proposed	Expected Delivery	Site Specific Policy
Opportunity Areas				
Former Royal Mail Premises	OS1a	Mixed-use	By 2021	Page 123
Rivermead	OS1b	Mixed-use	By 2026	Page 123
Railway Sidings	OS1c	Mixed-use	By 2031	Page 124
Existing Commitments				
Galleywood Reservoir	EC1	200 homes	By 2021	Page 139
	Rationale Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy and, providing opportunities to contribute towards and enhance existing services and facilities. Viable and available and supported by the Plan evidence base. No overriding physical constraints to bringing forward the allocation in this location.			
Land surrounding Telephone Exchange, Ongar Road, Writtle	EC2	25 homes	Within Plan Period	Page 140
	Rationale Complies well with Strategic Priorities, Vision, Spatial Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy, making the best use brownfield land and, providing opportunities to contribute towards and enhance existing services and facilities. Viable and available and supported by the Plan evidence base. No overriding physical constraints to bringing forward the allocation in this location.			



	Location Number	Development Proposed	Expected Delivery	Site Specific Policy
Land South and West of Broomfield Place and Broomfield Primary School	EC3	13 homes	Within Plan Period	Page 162
	Rationale Principles and Spatial Strategy in particular by focussing development at well-connected locations and in accordance with the Settlement Hierarchy and delivering new and improved infrastructure including a new school. Supported by the Plan evidence base and viable and available. No overriding physical constraints to bringing forward the allocation in this location.			
St Giles, Bicknacre	EC4	32 specialist residential accommodation	Within Plan Period	Page 173
	Rationale Principles and Spatial Strategy in particular by focussing development in accordance with the Settlement Hierarchy and by providing homes for all. Supported by the Plan evidence base and viable and available. No overriding physical constraints to bringing forward the allocation in this location.			



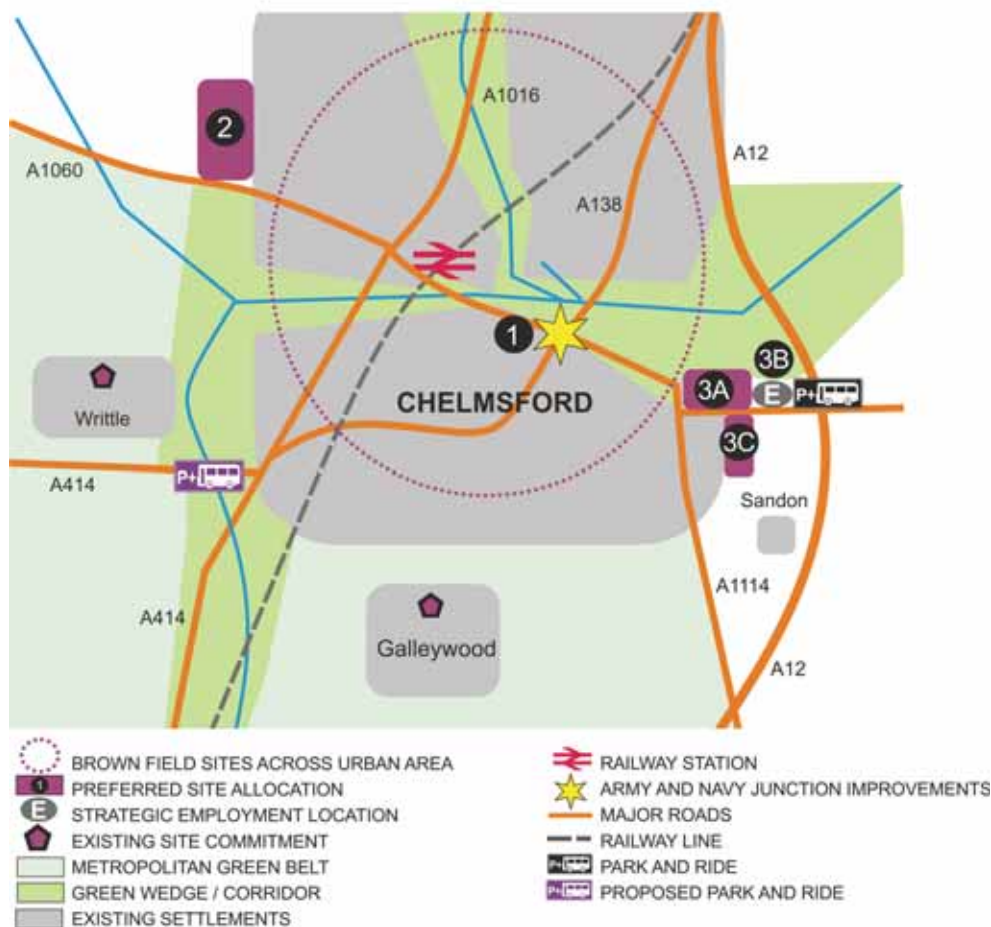
Growth Area 1 - Central and Urban Chelmsford

7.18 This Growth Area will deliver a large supply of development through the re-use of brownfield land within Chelmsford's urban area and by delivering new sustainable urban expansions. These will strengthen the City Centre, increase opportunities for public access into the Green Wedges and provide a number of wider local benefits, such as provision of a new country park, primary schools and employment development.

7.19 Key infrastructure includes a new park and ride to serve the south and west road corridors into the City and further improvements to the Army and Navy junction.

7.20 The Local Plan maximises the use of brownfield sites in Chelmsford Urban Area for future development. Each brownfield site proposed for allocation in the City Centre and urban area of Chelmsford has a policy to accompany it which sets what the development will be expected to provide, the main access to the site and its phasing.

Figure 10 : Growth Area 1 - Central and Urban Chelmsford





7.21 All the sites in Growth Area 1 share common features due to their central location, and so will be subject to Policy GR1.

POLICY GR1 - GROWTH IN CHELMSFORD URBAN AREA

Allocated sites in the City Centre and Chelmsford Urban Area, as shown on the Proposals Map, will be expected to provide the following:

- New homes of a mixed size and type to meet identified need, and density and massing that respond directly to their local context;
- High-quality architecture and materials;
- Affordable housing in accordance with the Council's requirements;
- Two new primary schools, each with a co-located 56 place early years and childcare nursery (D1 use) on 2.1 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations
- Two new special schools (D1 use) in accordance with Local Education Authority requirements (about 2.5 hectares)
- Five new stand-alone early years and childcare nurseries (D1 use) on 0.13 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations
- Financial contributions to early years, primary and secondary education provision, as required by the Local Education Authority, primarily through Section 106 Planning Obligations, and also the Community Infrastructure Levy;
- Appropriate improvements, as necessary, to the local and strategic road network as required by Essex County Council and Highways England;
- Good access to bus services and bus stops, and direct pedestrian and cycle access within the site and to the wider area including Chelmsford City Centre;
- Appropriate provision of parking and open space;
- Financial contributions towards other community facilities including health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations;
- Homes designed to enable working from home;
- Integration of workspace and community facilities;
- Appropriate flood mitigation measures and SuDs.

Supporting infrastructure shall be delivered to mitigate the impact that arises from different phases of development to ensure that they are in place when they are needed.



For Strategic Growth Sites and Opportunity Sites, development proposals will need to be consistent with an approved masterplan which must be produced in partnership with local stakeholders.

Development proposals that could prejudice the delivery of the Strategic Growth Sites will be resisted.

Reasoned Justification

7.22 Sites in the City Centre and Urban Area make the best and most efficient use of brownfield land. They are often vacant or underused areas where there is an opportunity for significant development and change. Development will be expected to unlock these areas, remove dereliction and contamination, continue the City Centre's regeneration, and create sustainable new developments. Financial contributions will help to meet infrastructure needs generated by new development, including education, transport and access, and health.

7.23 The Council carried out a desktop study of brownfield land in the urban area, separate to the Call for Sites. This included a review of sites allocated in the Chelmsford Town Centre Area Action Plan (2008), site visits, and an examination of maps and planning history. Data was fed into the SLAA database to test whether identified sites are suitable, available and achievable, to produce a list of proposed sites for allocation.

7.24 Estimates produced through the SLAA database have been assessed and adjusted to reflect opportunities on an individual site basis. However the figures shown are not a limit. Capacity will depend on context, access, layout and scale.

7.25 City Centre brownfield sites are often highly-visible and close to existing areas of development. New development is expected to complement Chelmsford's character, but also create a distinctive sense of place through high-quality architecture and materials, excellent public realm, enhanced connectivity and contribution to the townscape. Existing buildings and spaces which contribute to the character of an area should be retained and reused.

7.26 Opportunities to include attractive open-fronted flexible use units in developments will be encouraged to enable live/work use, which can provide small businesses in City Centre locations adding to sustainability of developments.

7.27 Identified Strategic Growth Sites in the Urban Area will be required to provide two new primary, two special, and two early years and childcare nursery facilities, as shown in specific policies. There will also be a need to provide a further three stand-alone 56 place early years and childcare nurseries in the Urban Area, but sites have not been allocated for these. The Council will work closely with Essex County Council as proposals come forwards to ensure facilities are provided to cater for the additional needs generated.



7.28 The Council will require masterplans for all Strategic Growth Sites and Opportunity Sites to ensure that a comprehensive approach is taken to the planning and delivery of each allocation and associated infrastructure. Masterplans may also be required for Growth Sites, for example, where the site is complicated in nature or to reflect its specific context. Masterplans will be produced by the applicants in partnership with the Council and other relevant stakeholders including infrastructure providers and statutory consultees.

Alternatives Considered

No Policy, rely on NPPF-

Within the NPPF there is requirement to articulate a local vision to meet development needs. Therefore, there is no reasonable alternative.



Strategic Growth Site Allocations in Chelmsford Urban Area

7.29 Strategic sites are those larger sites which will accommodate 100 or more houses. They are in locations which will allow good connections with their local neighbourhoods and the City Centre, on-site public open space or public realm improvements, and regenerate unused or underused brownfield land.

STRATEGIC GROWTH SITE 1a – CHELMER WATERSIDE

Land east of the City Centre is Chelmsford's largest brownfield development area in a river landscape setting fronting the River Chelmer and the Chelmer and Blackwater Navigation, as shown on the Proposals Map.

The area comprises six sites (CW1a to CW1f) with a potential total residential capacity of around 1,100 new homes, along with some non-residential units.

Sites covered by Strategic Growth Site 1a

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

Development is expected to provide:

- New or improved pedestrian and cycle links to the surrounding City including the shopping area, Navigation Road and Trinity Road Primary School, and the Green Wedge to the east
- Provision of a new foot/cycle bridge connection across the Chelmer and Blackwater Navigation near to the Essex Record Office



- Appropriate improvements, as necessary, to the local and strategic road network as required by Essex County Council and Highways England
- Provision of a dedicated car club for residents and businesses within the sites and in the wider area
- Additional or alternative vehicle access points as part of a wider access strategy for the Chelmer Waterside area
- Built frontages which integrate with adjoining sites
- Safe and attractive public spaces
- Layout which enhances the unique waterside location
- Positive use of utility easements for site layout
- High-quality architecture to create character and identity
- Generous waterside margin, in line with Environment Agency requirements
- Landscape design incorporating tree planting, flood risk and surface water management
- Flood risk management led by sustainable drainage techniques
- Appropriate remediation strategy to address any outstanding contamination
- Improvements to Chelmer and Blackwater Navigation waterway infrastructure.

In addition, CW1a (Former Gas Works) is expected to:

- Assist provision of new or improved premises for water-based clubs
- Include ground floor non-residential uses and active frontages for residential blocks, fronting public routes.

In addition, CW1d (Badow Road Car Park and Land to the East of the Car Park) is expected to:

- Provide additional public car parking on site as part of development
- Protect the setting of Moulsham Mill
- Include ground floor non-residential uses and active frontages for residential blocks, fronting public routes
- Use the eastern part of the site to provide a landscape setting to development.

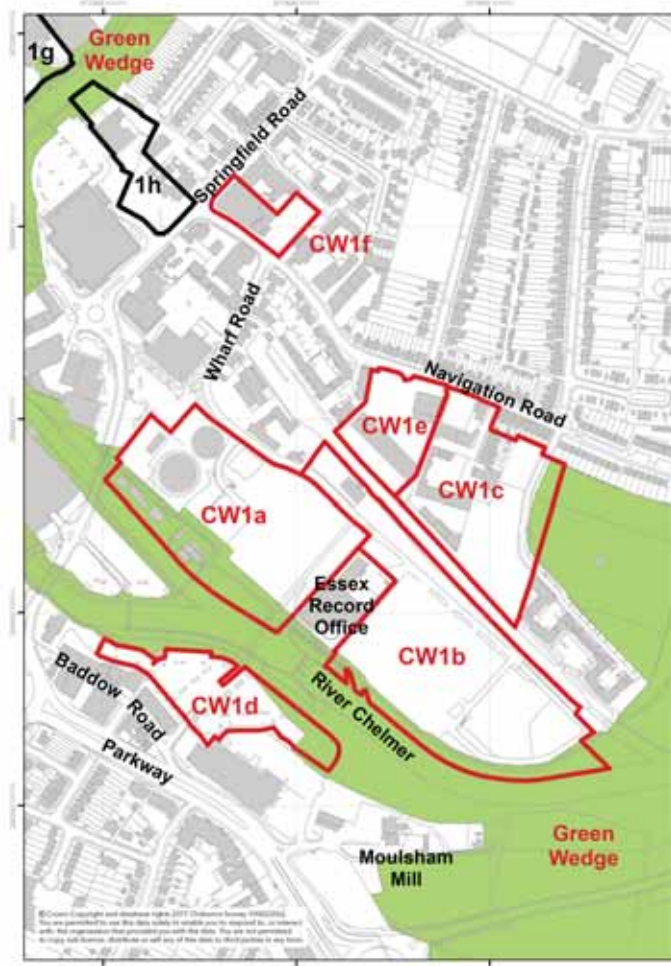
In addition, CW1f (Navigation Road Sites) is expected to:

- Safeguard land for Springfield Road junction improvement
- Improve Navigation Road frontage
- Include ground floor non-residential uses and active frontages for residential blocks, fronting public routes.

Sites at Chelmer Waterside have been assessed individually and can come forward independently, as land becomes available.



Figure 11 : Chelmer Waterside



Reasoned Justification

7.30 Chelmer Waterside comprises large areas of brownfield land between the River Chelmer and the Navigation Canal.

7.31 The sites are adjacent to Chelmsford City Centre, and will accommodate high-density residential development in a waterside setting unique in Chelmsford. These sites have been grouped together as they provide an opportunity to complete the overall regeneration of this part of the City Centre, and are collectively known as Chelmer Waterside.

7.32 The development of Chelmer Waterside has been a long-term aspiration of the Council. The authority has worked closely with key stakeholders for many years to overcome a range of land ownership and physical obstacles including appropriate flood relief, to ensure that regeneration can be delivered.



7.33 Development on these sites shall make the most of the waterside setting, with buildings facing the water, across wide waterside margins which will allow access for maintenance by the Environment Agency. Development will be expected to positively use any utility easements to plan the site layout around routes and green spaces. The layout of development should also take account of the setting of the water-meadows and of the listed Moulsham Mill.

7.34 Continuous waterside pedestrian/cycle routes shall be created, as well as logical routes into and between the sites, creating development which is well connected to the City Centre and water meadows and Green Wedge to the east. Good pedestrian and cycle connections are also expected between the site and nearby shops and bus stops in Navigation Road and Byron Road, and the primary school at Trinity Road.

7.35 There are small parts of the allocated sites that fall within the Green Wedge. Further finer grain assessments will be undertaken to ensure that the integrity of the Green Wedge is retained, whilst maximising the opportunities on these highly sustainable sites.

7.36 Where appropriate, ground floor non-residential uses in residential blocks will be encouraged to strengthen the life of the neighbourhood east of the main shopping area. This may include a wide range of business or community uses. These will be particularly appropriate in buildings facing public routes through the site.

7.37 The sites sit within Flood Zones 2 and 3. The principle of development here is established by the sequential and exception tests carried out in preparation of the Local Plan, but developers will be expected to prepare a flood risk assessment to accompany development proposals. Water storage areas and flood-resilient ground floor uses are expected, along with safe evacuation routes.

7.38 Essex County Council is evaluating access issues for the City Centre, which includes a potential access from the east to link to the City Centre road network. Development will need to take this into account by safeguarding a route, in consultation with Essex County Council.

7.39 A car club can provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. Chelmer Waterside will be an ideal location for a car club given that it is within easy walking distance of the city centre and public transport provision.

Alternatives Considered

No Policy, rely on NPPF-

Although sites are within the Urban Area they are unlikely to come forward by their own accord. An absence of site allocation would reduce certainty around delivery for the Plan period. Therefore, there is no reasonable alternative.



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

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

The development will be expected to provide:

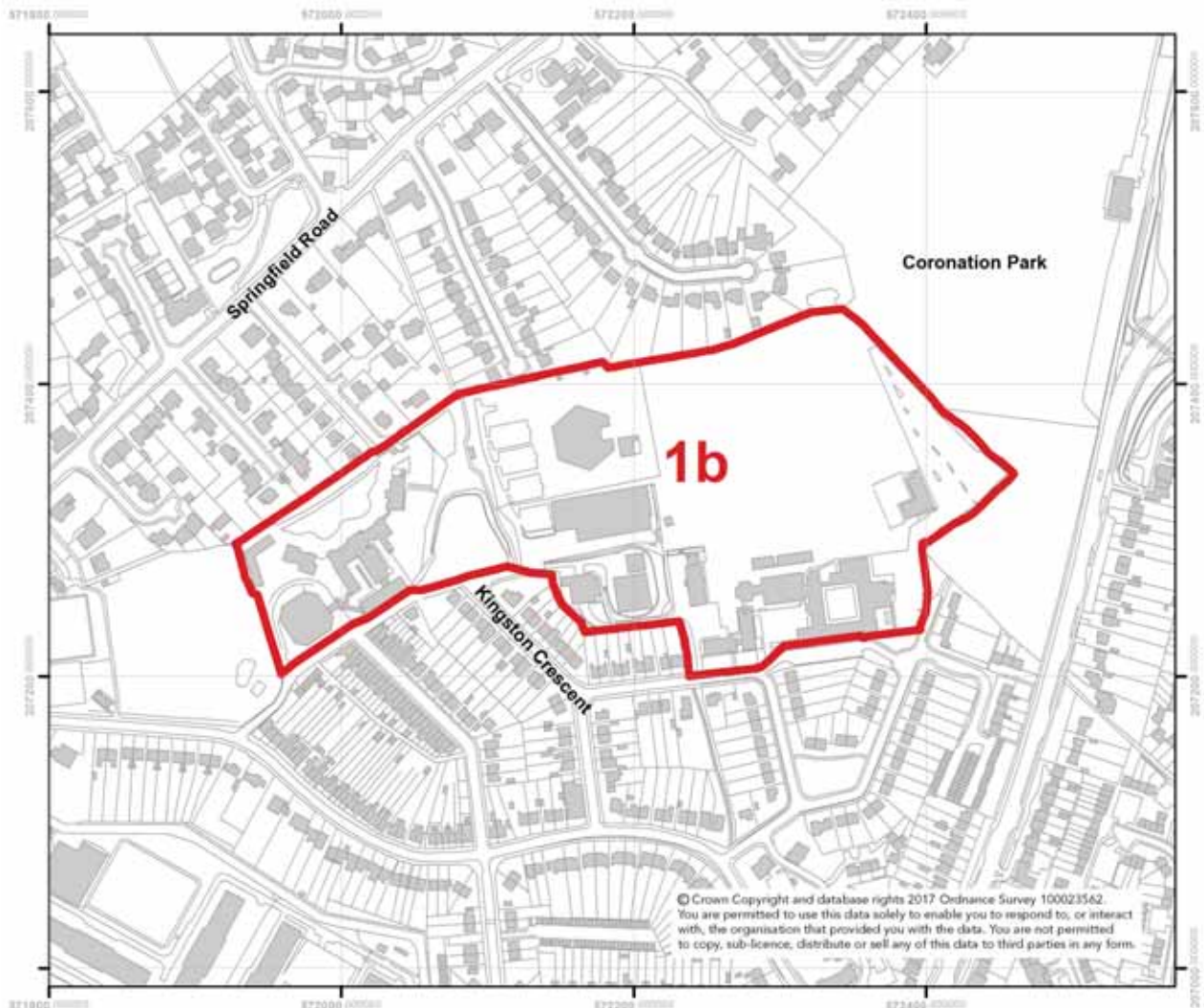
- Around 450 new homes
- Improve and formalise footpath routes 60 and 104 to ensure optimum connection into the wider area
- Incorporation of existing public footpaths into layout
- Enhanced pedestrian and cycle connections to the adjoining Council park and allotments, and linking into the route network for access to Springfield, Chelmer Village and the City Centre
- Bring private open space into public use
- New buildings with a main elevation and public face that fronts onto existing streets or new thoroughfares
- Building alignment and scale influenced by established street character in the vicinity
- Adapt existing buildings for new uses where practicable, and reuse key elements that contribute to character, including those on the Register of Buildings of Local Interest
- Inclusion of existing natural features to enhance character
- A new primary school with a co-located 56 place early years and childcare nursery (D1 use) on 2.1 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations.

Main vehicle access will be from Kingston Crescent. Alternative/additional access points shall be investigated.

A phased project is anticipated to deliver residential and open space elements. Phasing will need to take account of relocation or retention of specific Police operations. Involvement of the local community will be key to bringing proposals forward.



Figure 12 : Essex Police Headquarters, Springfield



Reasoned Justification

7.40 Land at the Essex Police Headquarters complex at Kingston Crescent, Springfield is surplus to requirements and will be vacated, providing an opportunity for a large residential development, retained historic buildings and public open space. The extent of land for disposal is not yet fixed, but development is expected to provide around 450 new homes.

7.41 The site is close to Springfield Road, less than 1km from the edge of the City Centre and well connected to the City by bus.

7.42 Development would be expected to reuse some of the existing buildings, including the 1902 Police headquarters building, former chief constable's house, recruits' accommodation, stable block and gatehouse, all of which are on the Register of Buildings of Local Interest. Other buildings such



as the main administration block and training building should be adapted and reused if this is the most sustainable approach. Due to the scale of the surrounding area and the elevated position of the site with long views from the south-east, building heights will be limited to 2-5 storeys.

7.43 There is a large playing field making up part of the site, currently in private use by the Police. There are further park areas to the west of the main buildings. There is a deficiency of open space in the Trinity Ward. Therefore, there will need to be a robust rationale for any loss of recreational space, with good quality new recreational provision complementing the adjoining Coronation Park, and allotments.

7.44 Layout will be expected to take account of the open space areas, routes through the site and public footpaths, to create a development which is easily accessed by pedestrians and cyclists, linking in to the wider route network. New development will lead to a reduction in impact on the road network, compared to the existing uses on-site. The redevelopment will also have associated traffic benefits including the elimination of police traffic noise at all hours of the day and night, which is a particular concern of local residents. Delivery is anticipated between 2026/27 and 2030/31.

Alternatives Considered

Do not allocate land-

Although sites are within the Urban Area they are unlikely to come forward by their own accord. An absence of site allocation would reduce certainty around delivery for the Plan period. Therefore, there is no reasonable alternative.

STRATEGIC GROWTH SITE 1c – METEOR WAY INCLUDING CAR PARK AND ADJOINING LAND

A large area adjacent to the River Can, south of the City Centre off Waterhouse Lane, as shown on the Proposals Map, for city-scale residential development incorporating park space.

The development will be expected to provide:

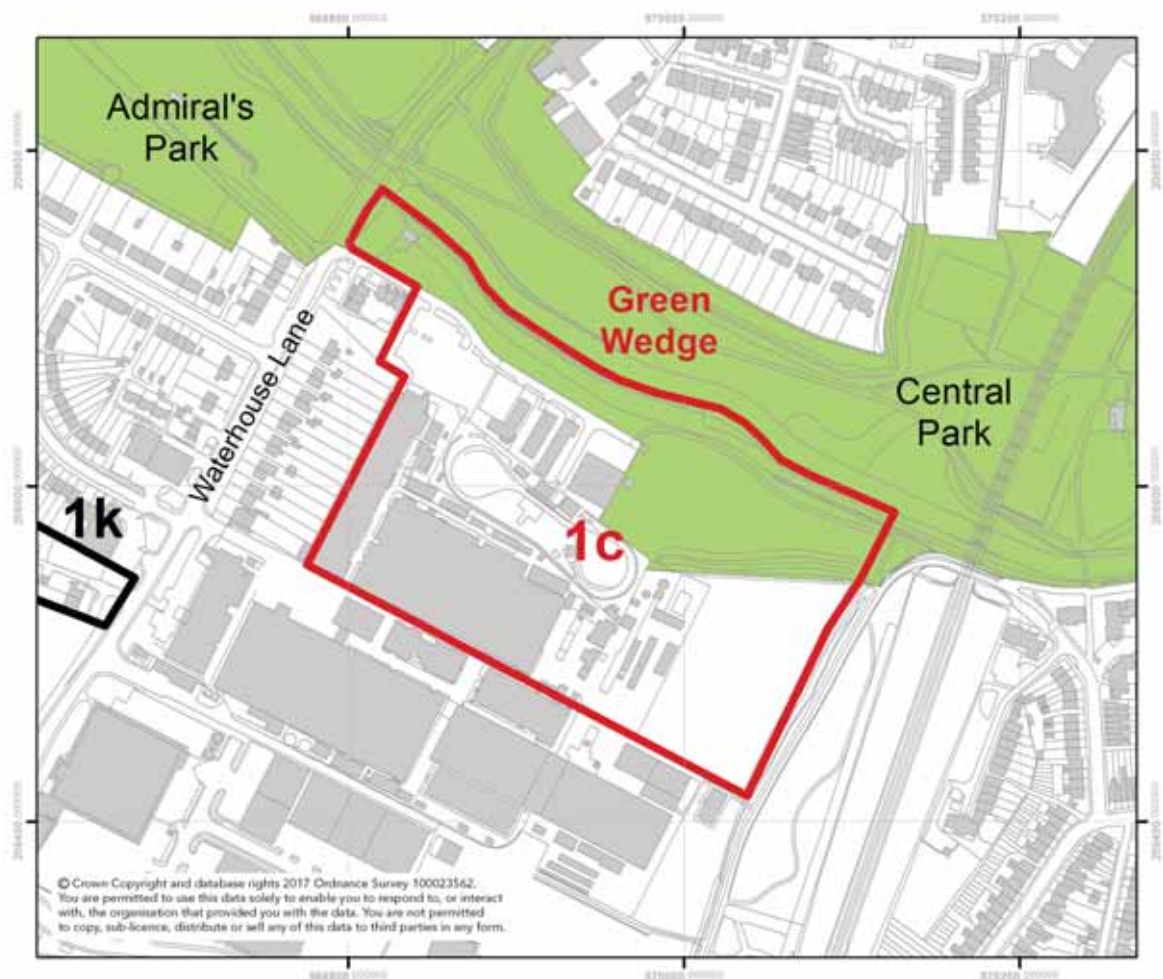
- Around 380 new homes
- Improve and enhance public access opportunities to the Green Wedge, including east-west routes within the site and to the wider area including Chelmsford City Centre
- Customised open space with local play and informal areas
- Financial contributions to meet requirements for sports facilities and improvements to adjacent Central Park
- Relocation of existing community uses/facilities on-site or within the City Centre



- Built frontage framing the park with a strong elevation facing the river
- Green margin for screening of existing business premises to the south.

Main vehicle access will be from Rainsford Lane/Waterhouse Lane/Meteor Way. Development may be phased to accommodate relocation of current uses.

Figure 13 : Meteor Way



Reasoned Justification

7.45 The site is located just south of the City Centre, ten minutes' walk from the transport hub of railway and bus stations and adjacent to the City's main park, Central Park. It will provide a sustainable city-scale development (i.e. taller, higher-density buildings) of around 380 new homes, and connect under-used parkland back into the City Centre. Land availability will depend on relocation of existing community uses, or measures enabling provision of new premises on-site, and future use of business premises to the south.



7.46 Development will be expected to capitalise on the site's attractive riverside parkland setting, with buildings shaping and framing open space. Green areas fronting the river will be enhanced for public use, and customised space created at the north-east corner of the site to enhance the relationship with the viaduct, Central Park and City Centre.

7.47 A green margin with additional planting will be expected to screen the southern edge of the site from retained areas of the business complex, and special attention will be needed to integrate the development site to the edge of the Marconi Ponds Nature Reserve to the east.

7.48 Access arrangements will need to be compatible with the operational requirements of the adjacent business premises. In addition, direct pedestrian and cycle access will be expected to/from the Green Wedge to provide good connections to the City Centre and east-west green routes.

7.49 There are small parts of the allocated sites that fall within the Green Wedge. Further finer grain assessments will be undertaken to ensure that the integrity of the Green Wedge is retained, whilst maximising the opportunities on this highly sustainable site.

7.50 The site contains a number of important community uses which are highly-valued by local residents including Chelmsford Miniature Railway and 276 Chelmsford Squadron Air Cadets. It is a priority to ensure that they are provided with new facilities in the City Centre if this site is to be redeveloped. It is expected that new sites and facilities would be financed by a developer and be available before any site is taken out of use. Development will also require financial contributions to help provide sports facility needs for new occupants, including potential alternative provision to mitigate the loss of a private playing field on the site.

7.51 The site sits partially within Flood Zones 2 and 3. The principle of development here is established by the sequential and exception tests carried out in preparation of the Local Plan, but developers will be expected to prepare a flood risk assessment to accompany development proposals. Water storage areas and flood resilient ground floor uses are expected, along with safe evacuation routes. Delivery is anticipated between 2021/22 and 2025/26.

Alternatives Considered

Do not allocate land-

Although sites are within the Urban Area they are unlikely to come forward by their own accord. An absence of site allocation would reduce certainty around delivery for the Plan period. Therefore, there is no reasonable alternative.



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

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

The development will be expected to provide:

- Around 185 new homes
- Improved pedestrian and cycle links within the site, connecting to the surrounding area including Melbourne Avenue, Hobart Crescent, and Highfield Road, and the City Centre
- New public open spaces with intensive recreation activities for educational and diverse community use
- Two new special schools (D1 use) in line with Local Education Authority requirements (about 2.5 hectares)
- Adapt existing buildings for new uses where practicable, and reuse key elements that contribute to character
- New or relocated community facilities to meet evidenced needs
- Opportunities for small workspaces
- Inclusion of existing natural features to enhance character
- New/improved vehicle access into the site.

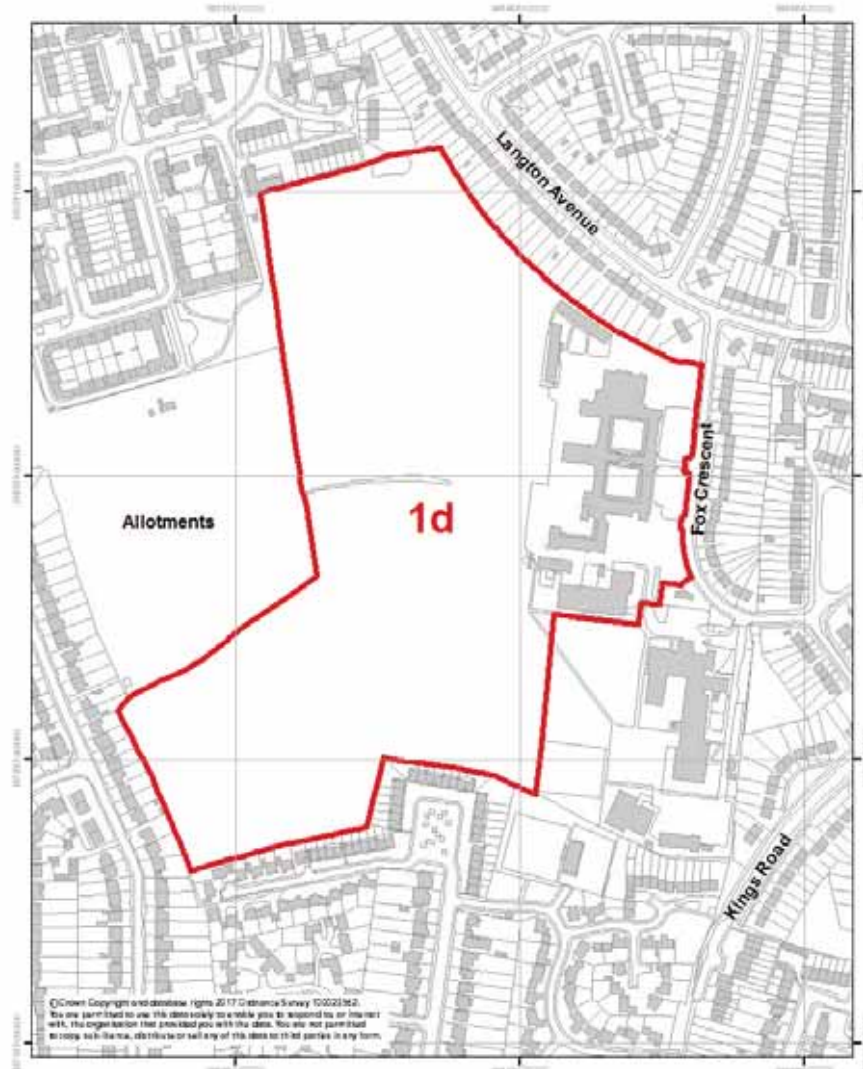
Involvement of the local community will be key to bringing proposals forward.

Main vehicle access will be from Fox Crescent.

A phased project is anticipated to deliver residential and community elements.



Figure 14 : St Peter's College



Reasoned Justification

7.52 The former St Peter's College is in the Melbourne area of Chelmsford, about 15 minutes walk north west of the City Centre. The neighbourhood is focused on Melbourne Avenue shops, health facilities and local services. The opportunity is for around 185 new homes, along with new specialist education uses and other community facilities to bring significant benefits not only to the site's residents but the wider community.

7.53 The southern part of the allocated site will be required by the Local Education Authority for provision of two new special schools for age 7-16 pupils, one for autistic spectrum condition, and one for social, emotional and mental health needs.



7.54 Development is expected to provide a number of linked open spaces for different uses, which will define the character of the area, and which could include formal or informal sports areas, semi-natural green space, play areas and community gardens. Natural features, such as existing trees, hedges and a pond, shall be used to shape spaces and contribute to character.

7.55 Development needs to provide enhanced and new pedestrian and cycle connections to all directions from the site, facilitating easy access to shops, community and sports facilities, as well as bus services and the existing cycle route network.

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

7.57 Other community facilities will need to be enabled as part of development, in line with evidence, whether in conjunction with the new schools or as part of the wider opportunity, and other non-residential uses such as small workspaces or local services. Development proposals must be progressed with the involvement of local community representatives, through collaborative way of working between the landowner, Council and the community, for reviewing options and masterplanning new development work. The Council has adopted a Planning Brief to guide the future development of this site. Delivery is anticipated between 2021/22 and 2025/26.

Alternatives Considered

Do not allocate land-

Although sites are within the Urban Area they are unlikely to come forward by their own accord. An absence of site allocation would reduce certainty around delivery for the Plan period. Therefore, there is no reasonable alternative.

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

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

The development would be expected to provide:

- Around 200 new homes
- Pedestrian/cycle links to adjoining schools, Gloucester Avenue, Princes Road, Longstomps Avenue, Vicarage Road, linking to existing routes to nearby shops, Oaklands Park and the City Centre
- Rationalisation/retention of formal/informal open space

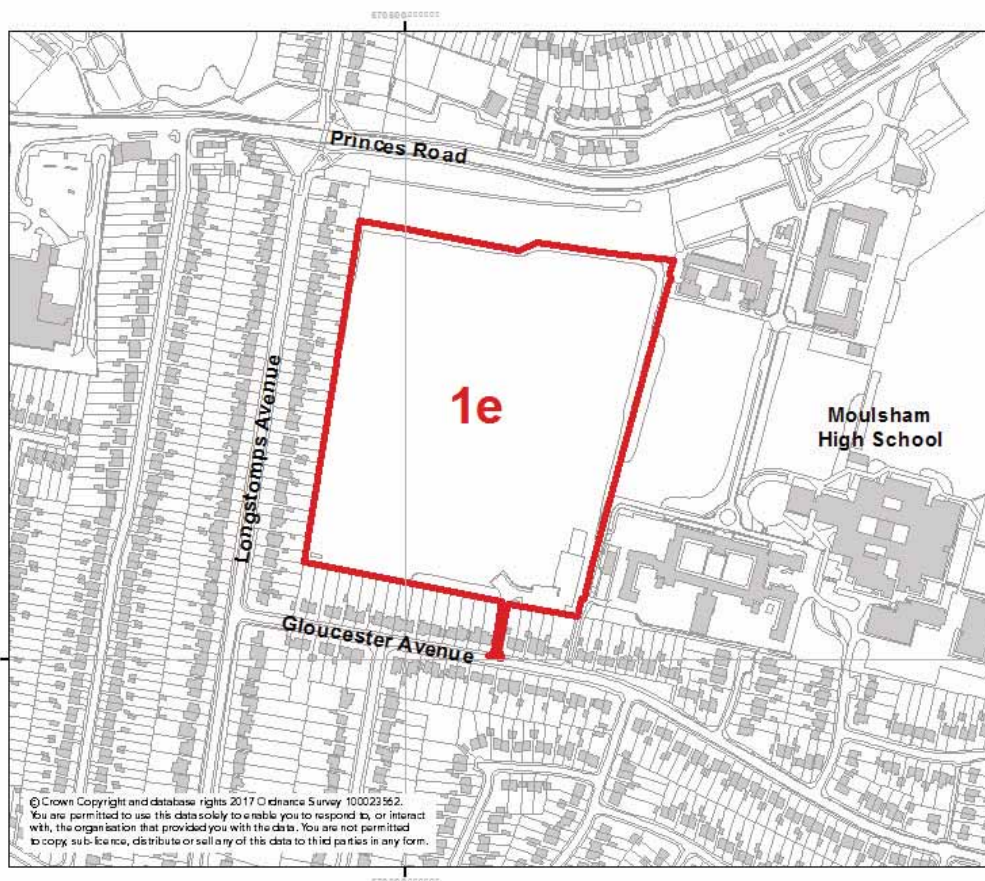


- Development facing onto new routes within the site
- Improved play area
- Appropriate remediation strategy for any historic contamination.

Main vehicle access would be from Gloucester Avenue.

A phased project is anticipated to deliver residential and recreational elements.

Figure 15 : North of Gloucester Avenue (John Shennan)



Reasoned Justification

7.58 Land off Gloucester Avenue (John Shennan) will provide a sustainable development of around 200 new homes, alongside rationalised/retained formal/informal open space.

7.59 The site is sustainably located close to the Gloucester Avenue Neighbourhood Centre and two major supermarkets, local secondary, junior and infants schools, and is well served by buses.

7.60 Development is expected to provide improved pedestrian and cycle links into the site, and to the adjoining school premises, Gloucester Avenue, Princes Avenue, Longstomps Avenue and



Vicarage Road for access to the City Centre, to play and sports facilities in Oaklands Park, and into the wider cycle route network.

7.61 Development will be expected to address any outstanding historic contamination issues to enable development, which may include use of voids, membranes or capping if necessary. Respect for rear boundaries of adjoining properties can be used to shape development, with new houses facing onto new routes and spaces. Delivery is anticipated between 2026/27 and 2030/31.

Alternatives Considered

Do not allocate land-

Although sites are within the Urban Area they are unlikely to come forward by their own accord. An absence of site allocation would reduce certainty around delivery for the Plan period. Therefore, there is no reasonable alternative.

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

Chelmsford Civic Centre land, as shown on the Proposals Map, will be released through rationalisation of the uses on-site for city-scale residential development, with supporting commercial uses.

The development will be expected to provide:

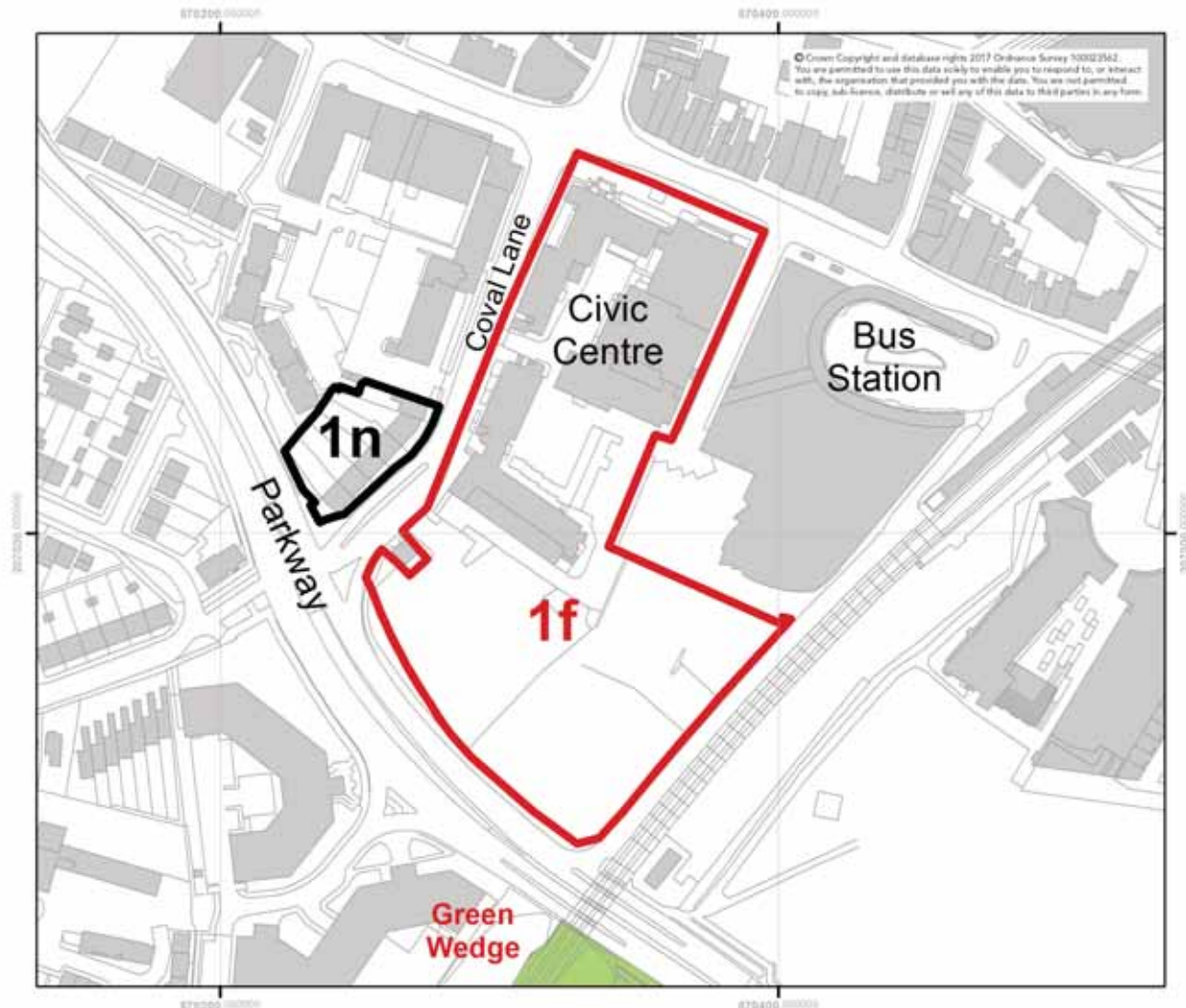
- Around 100 new homes
- Retained vehicular access from Coval Lane/Fairfield Road for Civic Centre operational uses
- Safe pedestrian and cycle through route from Coval Lane to Fairfield Road, links to Central Park access points and to development to the east of the railway line
- Explore potential for additional public car parking
- Contributions towards enhancement of Fairfield Road to extend Marconi Square northwards.
- New built edges to frame Marconi Square, Coval Lane and Viaduct Road
- High-quality architecture and landmark buildings
- Ground floor non-residential uses and active frontages for residential blocks, fronting public routes
- Enhancements to the site's boundary with Parkway.

Main access will be taken from Coval Lane.

Development may be phased to accommodate relocation of current uses.



Figure 16 : Civic Centre Land, Fairfield Road



Reasoned Justification

7.62 The site is located adjacent to the City's transport hub of railway and bus stations, with excellent pedestrian and cycle links to the main shopping and business area, but also close to Central Park and links to the wider area through the Green Wedge. This justifies intensive use of the site for City Centre living at a city scale (i.e. taller, higher-density buildings) around 100 new homes.



7.63 This allocation focuses on residential development of large areas currently used for staff and public surface car parking, with other existing land uses remaining on-site. There is also scope for alternative land uses across the wider site including cultural or entertainment uses, offices, specialist workspace or retail, to complement residential uses.

7.64 Proposals should include measures to increase public car parking on the site, which may be achieved by building decks over existing surface parking, or incorporating additional parking as part of wider development. The Council's Offices should be returned or incorporated into the proposed development.

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

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

7.67 Public realm improvements are expected, particularly to the southern edge of the site where it fronts Parkway, and to extend Marconi Square northwards along Fairfield Road to improve the theatre environs. Delivery is anticipated between 2026/27 and 2030/31.

Alternatives Considered

Do not allocate land-

Although sites are within the Urban Area they are unlikely to come forward by their own accord. An absence of site allocation would reduce certainty around delivery for the Plan period. Therefore, there is no reasonable alternative.

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

The Riverside Ice and Leisure Centre will be redeveloped during 2017/18 to provide improved replacement facilities. As part of these proposals, the site as shown on the Proposals Map, has potential for residential, parking and commercial development.

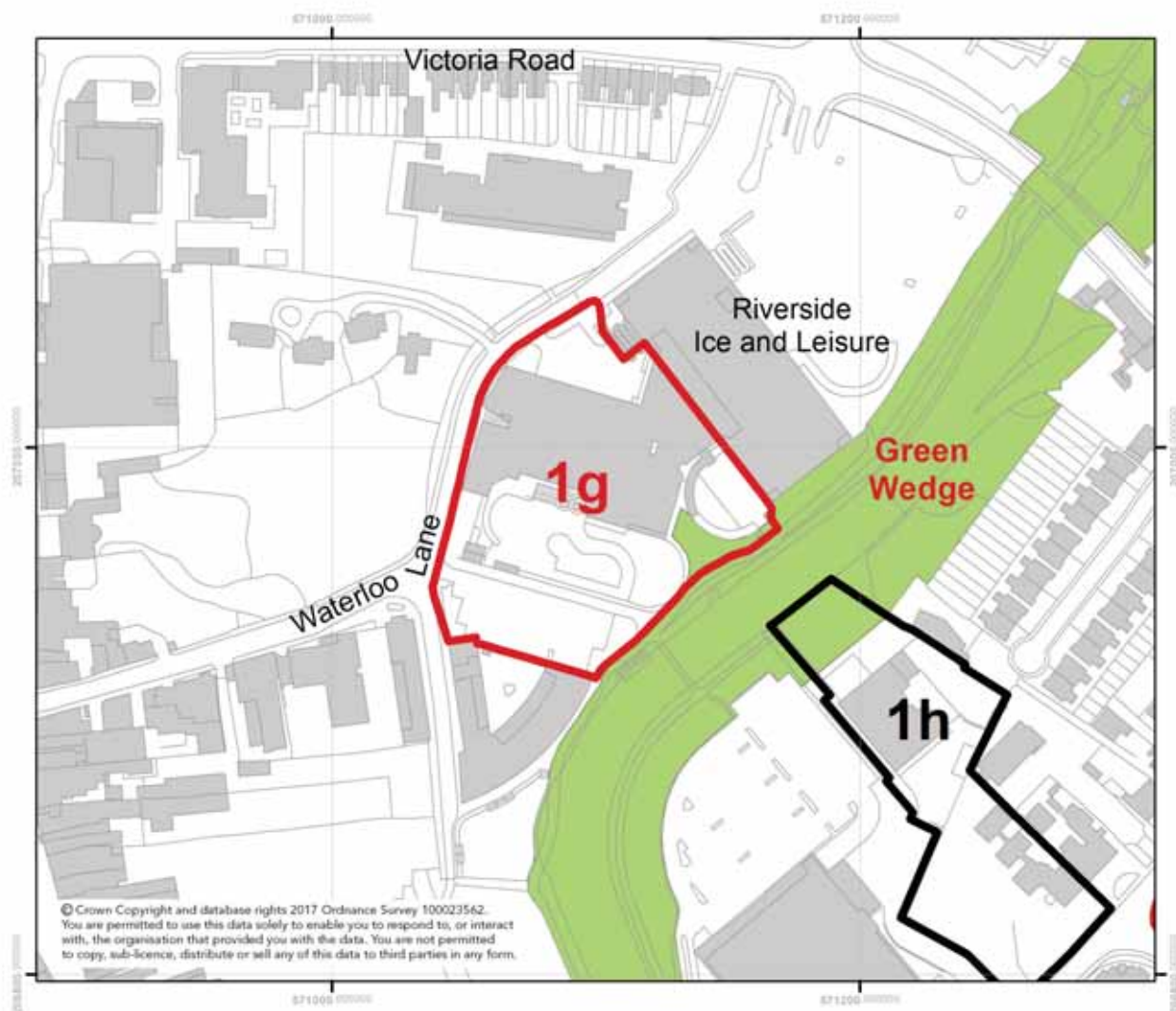


Development will be expected to provide:

- Around 100 new homes
- Enhanced route links from Riverside Ice and Leisure to Springfield Road, including improvements to Mallard Bridge
- Explore potential for additional public car parking
- Ground floor non-residential uses and active frontages for residential blocks, fronting public routes
- New development overlooking water.

Main vehicle access will be from Waterloo Lane.

Figure 17 : Riverside Ice and Leisure Land, Victoria Road





Reasoned Justification

7.68 The site lies close to Chelmsford City Centre, and the transport hub of railway and bus stations. As such it is well-located for a residential development of around 100 new homes.

7.69 The southern edge of the site faces the River Chelmer, and development should make the best use of the waterside setting. Links should be made with pedestrian and cycle routes close to the site with opportunities to enhance access across the River Chelmer. A waterside margin shall be used to contribute to layout and amenity.

7.70 Where appropriate, ground floor non-residential uses in residential blocks will be encouraged to strengthen the life of the neighbourhood east of the main shopping area. This may include a wide range of business or community uses. These will be particularly appropriate in buildings facing public routes through the site.

7.71 Proposals should include exploration of measures to increase public car parking on the site, which may be achieved by building decks over parking areas, or incorporating additional parking as part of wider development.

7.72 The site sits within Flood Zones 2 and 3. The principle of development here is established by the sequential and exception tests carried out in preparation of the Local Plan, but developers will be expected to prepare a flood risk assessment to accompany development proposals. Water storage areas and flood resilient ground floor uses are expected, along with safe evacuation routes. Delivery is anticipated between 2026/27 and 2030/31.

Alternatives Considered

Do not allocate land-

Although sites are within the Urban Area they are unlikely to come forward by their own accord. An absence of site allocation would reduce certainty around delivery for the Plan period. Therefore, there is no reasonable alternative.



Growth Site Allocations in Chelmsford Urban Area

7.73 Growth sites are smaller sites which will accommodate less than 100 new houses. They are in locations which will allow good connections with their local neighbourhoods and the City Centre, and regenerate unused or underused brownfield land.

7.74 Growth site allocations 1h to 1s are all shown on the Proposals Map. In addition to Policy GR1, each of these growth sites is subject to the following policy requirements, and joint reasoned justification:

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

- | | |
|--|------------------------------|
| <ul style="list-style-type: none">• Around 90 new homes• Enhanced route links from Riverside Ice and Leisure to Springfield Road including Mallard bridge• Safeguard land for Springfield Road junction improvement• Ground floor active uses for residential blocks where appropriate, fronting public routes• Potential to retain community use in new layout• New development overlooking water• Retain waterside margin• Excellent architecture• Main vehicle access from Springfield Road | Phasing:
2021-2026 |
|--|------------------------------|

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

- | | |
|---|------------------------------|
| <ul style="list-style-type: none">• Around 10 new homes• Layout to reflect existing building alignment and built character• Retain natural boundaries as an edge to development• Main vehicle access from Medway Close | Phasing:
2021-2026 |
|---|------------------------------|



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

- | | |
|--|------------------------------|
| <ul style="list-style-type: none">• Around 40 new homes• New frontage to New Street• Provision of a 3.5m widened cycle/footway along the New Street frontage, in accordance with Essex County Council requirements• Ground floor non-residential uses and active frontages for residential blocks, fronting public routes• Respect for the character of Globe House and Marriages Mill• Financial contributions to improve Brook Street public realm• Main vehicle access from Brook Street/New Street | Phasing:
2021-2026 |
|--|------------------------------|

GROWTH SITE 1k – WATERHOUSE LANE DEPOT AND NURSERY

- | | |
|--|------------------------------|
| <ul style="list-style-type: none">• Around 20 new homes• Sensitive treatment to allotments boundary• Maintain wide grass verge and trees to Waterhouse Lane road frontage• Main vehicle access from Waterhouse Lane | Phasing:
2021-2026 |
|--|------------------------------|

GROWTH SITE 1l – EASTWOOD HOUSE CAR PARK, GLEBE ROAD

- | | |
|---|------------------------------|
| <ul style="list-style-type: none">• Around 20 new homes• Development fronting onto Glebe Road• Parking hidden or in undercrofts• Character determined by surrounding residential development• Main vehicle access from Glebe Road | Phasing:
2021-2026 |
|---|------------------------------|



GROWTH SITE 1m – CHURCH HALL SITE, WOODHALL ROAD

- | | |
|--|----------------------------------|
| <ul style="list-style-type: none">• Around 19 new homes• Reflect the building line in Woodhall Road• Respect neighbouring rear boundaries• Main vehicle access from Woodhall Road | Phasing:

2021-2026 |
|--|----------------------------------|

GROWTH SITE 1n – 10-30 COVAL LANE, CHELMSFORD

- | | |
|--|----------------------------------|
| <ul style="list-style-type: none">• Around 15 new homes• Improved streetscape to Coval Lane/Parkway corner• Relate to recent development on Parkway• Intensify use of land• Parking and access to rear with pedestrian/cycle links to Coval lane• Respect for a protected tree on Parkway• Main vehicle access from Wicks Place/Coval Lane | Phasing:

2021-2026 |
|--|----------------------------------|

GROWTH SITE 1o - BRITISH LEGION, NEW LONDON ROAD

- | | |
|--|----------------------------------|
| <ul style="list-style-type: none">• Around 15 new homes• Architecture to respect an adjacent building listed on the Council's Register of Buildings of Local Value• Retention of natural landscaping to enhance the setting• Main vehicle access from New London Road | Phasing:

2021-2026 |
|--|----------------------------------|



GROWTH SITE 1p - GARAGE SITE, ST NAZAIRE ROAD

- | | |
|--|----------------------------------|
| <ul style="list-style-type: none">• Around 12 new homes• New pedestrian link to the existing route network• Layout to maintain the privacy of existing adjacent homes• Enhanced built edge and frontage to existing footpath• Maintain green setting and mature trees• Main vehicle access from St Nazaire Road | Phasing:

2021-2026 |
|--|----------------------------------|

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

- | | |
|---|----------------------------------|
| <ul style="list-style-type: none">• Around 11 new homes• Respect the setting of the Listed Building to the east• Main vehicle access from Broomfield Road | Phasing:

2021-2026 |
|---|----------------------------------|

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

- | | |
|---|----------------------------------|
| <ul style="list-style-type: none">• Around 80 new homes• New frontage to Brook Street• Opportunity to extend Ashby House for residential use• Respect for the character of Globe House and Marriages Mill• Financial contributions to improve Brook Street public realm• Main vehicle access from Brook Street | Phasing:

2026-2031 |
|---|----------------------------------|



GROWTH SITE 1s – BT TELEPHONE EXCHANGE, COTTAGE PLACE

- | | |
|---|----------------------------------|
| <ul style="list-style-type: none">• Around 30 new homes• Adaptation or redevelopment of existing buildings• Financial contributions to improve Church Street/Cottage Place public realm• Consideration of security to remainder of BT premises building• Main vehicle access from Cottage Place | Phasing:

2026-2031 |
|---|----------------------------------|

Reasoned Justification

7.75 Sites 1h to 1s are either previously used sites or those where use of the land can be intensified. The main opportunity is for residential use, with mixed use on some sites, where noted above.

7.76 All these sites are well-connected to local facilities including shops and schools, by pedestrian/cycle routes or by public transport.

Alternatives Considered

Do not allocate land-

Sites are within the Urban Area will likely come forward by their own accord. An absence of an allocation would reduce certainty around delivery for the Plan period. Therefore, there is no reasonable alternative.



Opportunity Site Allocations in Chelmsford Urban Area

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

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

7.79 Opportunity site allocations OS1a to OS1c are all shown on the Proposals Map. In addition to Policy GR1, each of these opportunity sites is subject to the following individual policy, and joint reasoned justification:

OPPORTUNITY SITE OS1a – FORMER ROYAL MAIL PREMISES, VICTORIA ROAD

- | | |
|---|----------------------------------|
| <ul style="list-style-type: none">• Development which reinforces the existing business area• Development creating a frontage to Victoria Road and Regina Road• Main vehicle access from Regina Road | Phasing:

2016-2021 |
|---|----------------------------------|

OPPORTUNITY SITE OS1b – RIVERMEAD, BISHOP HALL LANE

- | | |
|---|----------------------------------|
| <ul style="list-style-type: none">• Around 80 new homes• New bridges to ARU site and Springfield Hall Park to east for connections to pedestrian/cycle network• Improved foot/cycle connection to Bishop Hall lane• New publicly accessible riverside areas• Residential accommodation on north island• Retain and improve business area on south island• Respect for the waterside character and the adjacent listed Mill House and pond• Guided by views from surrounding area• Main vehicle access from Bishop Hall Lane | Phasing:

2021-2026 |
|---|----------------------------------|



OPPORTUNITY SITE OS1c – RAILWAY SIDINGS, BROOK STREET

- | | |
|--|----------------------------------|
| <ul style="list-style-type: none">• Intensification of business or industrial use• Improved pedestrian and cycle routes• Safeguarded access for minerals/aggregates rail freight area• Financial contributions to improve Brook Street public realm• Main vehicle access from Brook Street | Phasing:

2026-2031 |
|--|----------------------------------|

Reasoned Justification

7.80 Sites OS1a to OS1c in the tables above are either previously-used sites or those where use of the land can be intensified.

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

7.82 Uses may include, but are not restricted to, retail, offices, community use, residential, institutional or educational.

7.83 The City Centre is home to Anglia Ruskin University and Chelmsford College, with Writtle University College closeby. Appropriate consideration should be given to the provision of student accommodation to support these growing education establishments in order to serve the student population and reduce the impact on the local rented housing market.

Alternatives Considered

Do not allocate land-

Sites are within the Urban Area will likely come forward by their own accord. An absence of an allocation would reduce certainty around delivery for the Plan period. Therefore, there is no reasonable alternative.



Strategic Greenfield Site Allocations

7.84 Greenfield sites will deliver a substantial amount of the housing and employment growth within the Local Plan period.

STRATEGIC GROWTH SITE 2 – WEST CHELMSFORD

A high quality development to extend Chelmsford's Urban Area, with sustainable travel at its heart.

Land north of Roxwell Road, known as 'Warren Farm', as shown on the Proposals Map, is allocated for a high-quality development that maximises opportunities for sustainable travel.

The development will be expected to provide:

- Around 800 new homes
- New homes of a mixed size and type, and density and massing that respond directly to their local context
- Affordable housing in accordance with the Council's requirements
- Provision for self-build and custom-build housing
- Provision of Travelling Showpersons' site for 5 plots
- An appropriate landscaped edge to the development to mitigate the visual impact of the development
- A new primary school with a co-located 56 place early years and childcare nursery (D1 use) on 2.1 hectares and a new 56 place stand-alone nursery (0.13 hectares) as required by the Local Education Authority either through the Community Infrastructure Levy or Section 106 Planning Obligations
- Financial contributions towards secondary education provision as required by the Local Education Authority either through the Community Infrastructure Levy or Section 106 Planning Obligations
- Appropriate improvements, as necessary, to the local and strategic road network as required by Essex County Council and Highways England
- Appropriate measures to enable travel by sustainable modes and that offer travel choice for people by non-car modes
- New and enhanced pedestrian and cycle routes within the site and to/from the Can & Wid Green Wedge, city centre, Avon Road, surrounding countryside and wider strategic network
- Good accessibility for bus services including the provision of a new bus link into the existing Urban Area and bus priority measures within and outside the site to provide quick and convenient bus access into the City Centre



- The provision and/or contribution towards Public Rights of Way and where appropriate bridleways between the site and the surrounding area to enable the development to integrate with existing Urban Area and provide links into the countryside and Green Wedge
- Neighbourhood Centre incorporating provision for convenience shopping, food outlets and community, health and cultural provision
- Provision of or financial contribution to indoor leisure facilities either through the Community Infrastructure Levy or Section 106 Planning Obligations
- Appropriate flood mitigation measures and SuDS.

Main vehicular access to the site will be from Roxwell Road. Additional pedestrian/cycle accesses will be provided along Roxwell Road providing connections to the existing cycling and walking networks. A new bus link will be required through Avon Road to connect into the existing Chelmsford bus network.



Figure 18 : West Chelmsford



Reasoned Justification

7.85 This site is adjacent to Chelmsford Urban Area and in close proximity to a range of services and facilities in the City Centre and Melbourne. It will provide a sustainable urban extension for around 800 homes expected to be delivered between 2021/22 and 2030/31.

7.86 The development will provide a high-quality residential development which maximises opportunities for sustainable transport modes to be taken up. The Council will approve a sustainable transport-led masterplan that creates a place where walking, cycling and public transport is given priority over the private car. The site is well located to provide access via these modes to the City Centre.



7.87 The development will provide good accessibility for bus services including a new bus link from Avon Road and bus priority measures within the site. It must ensure access to facilities and services both within and surrounding the development by walking, cycling and public transport. The development will be expected to incorporate measures which reduce the need to travel and encourage people to make sustainable travel choices, such as household travel plans, subsidised bus services, car sharing and car clubs.

7.88 The development will be expected to adequately mitigate its likely impacts on the performance of the local road network including around Writtle village and the A1060 corridor into the City Centre. Mitigations will be expected to include appropriate improvements to the junctions of Roxwell Road/Chignal Road and Roxwell Road/Lordship Road.

7.89 The development must promote the highest standards of design to ensure that it works in sympathy with the local landscape and an appropriate green buffer between the site and the Rural Area. In particular, the design is expected to incorporate compensation measures for landscape effects caused by the development including requiring lower dwelling densities and appropriate tree and hedge planting along the countryside edges, and to protect important views into the site from the north. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford.

7.90 The development will be expected to improve connections for walking and cycling into and through the Green Wedge and to services and facilities that will serve the development in Melbourne, Writtle and the City Centre including schools, jobs, Writtle University College, shops and Chelmsford train station.

7.91 Given the scale of the development, an appropriate level of new community services and facilities will need to be provided on the site including a new primary school, children's nursery and neighbourhood centre will need to be provided on the site.

7.92 There is an emerging Neighbourhood Plan being prepared in Writtle which it is envisaged will help to shape this site allocation. However, as a strategic site, the quantum and extent of the allocation should be set out in the Local Plan.

7.93 As this is a large strategic growth allocation and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpeople site for 5 plots.

Alternatives Considered

Pursue alternative site -

Reasonable alternatives to this preferred site are assessed in the Preferred Options SA/SEA and against relevant evidenced based assessments. These are not considered more appropriate.



East Chelmsford

7.94 This broad location for growth, as shown on the Key Diagram, comprises the following three Strategic Growth Sites:

- 3a – Land East of Chelmsford/North of Great Baddow
- 3b - Land north of Maldon Road/West of Sandon Park & Ride, and
- 3c - Land south of Maldon Road.

STRATEGIC GROWTH SITE 3A – LAND EAST OF CHELMSFORD/NORTH OF GREAT BADDOW – MANOR FARM

A landscape-led residential scheme to provide a sustainable new neighbourhood and new Country park.

Land north of Maldon Road, known as 'Manor Farm', as shown on the Proposals Map is allocated for a high-quality landscape-led residential development and Country Park.

The development will be expected to provide:

- Up to 250 new homes
- New homes of a mixed size and type, and density and massing that respond sensitively to its distinct landscape context
- Affordable housing in accordance with the Council's requirements
- A new Country Park including a Visitor Centre together with a landscape strategy and delivery mechanisms for its long-term management and maintenance
- An robust northern landscaped edge to the development and green buffering to the Green Wedge and Conservation Area and within the site to mitigate the visual impact of the development
- Protection of important views into the site, including those from across the river valley
- Appropriate improvements, as necessary, to the local and strategic road network as required by Essex County Council and Highways England
- Good accessibility for bus services within the site and to/from the wider area
- Direct, safe and convenient pedestrian and cycle access within the site and to/from the city centre, Chelmer East Green Wedge, Sandon Secondary School, Baddow Hall Primary School and wider strategic network, including safe crossings of Maldon Road
- Provision of routes for new cycle routes, footpaths and Public Rights of Way between the site and the wider area to enable the development to integrate with existing and proposed developments nearby

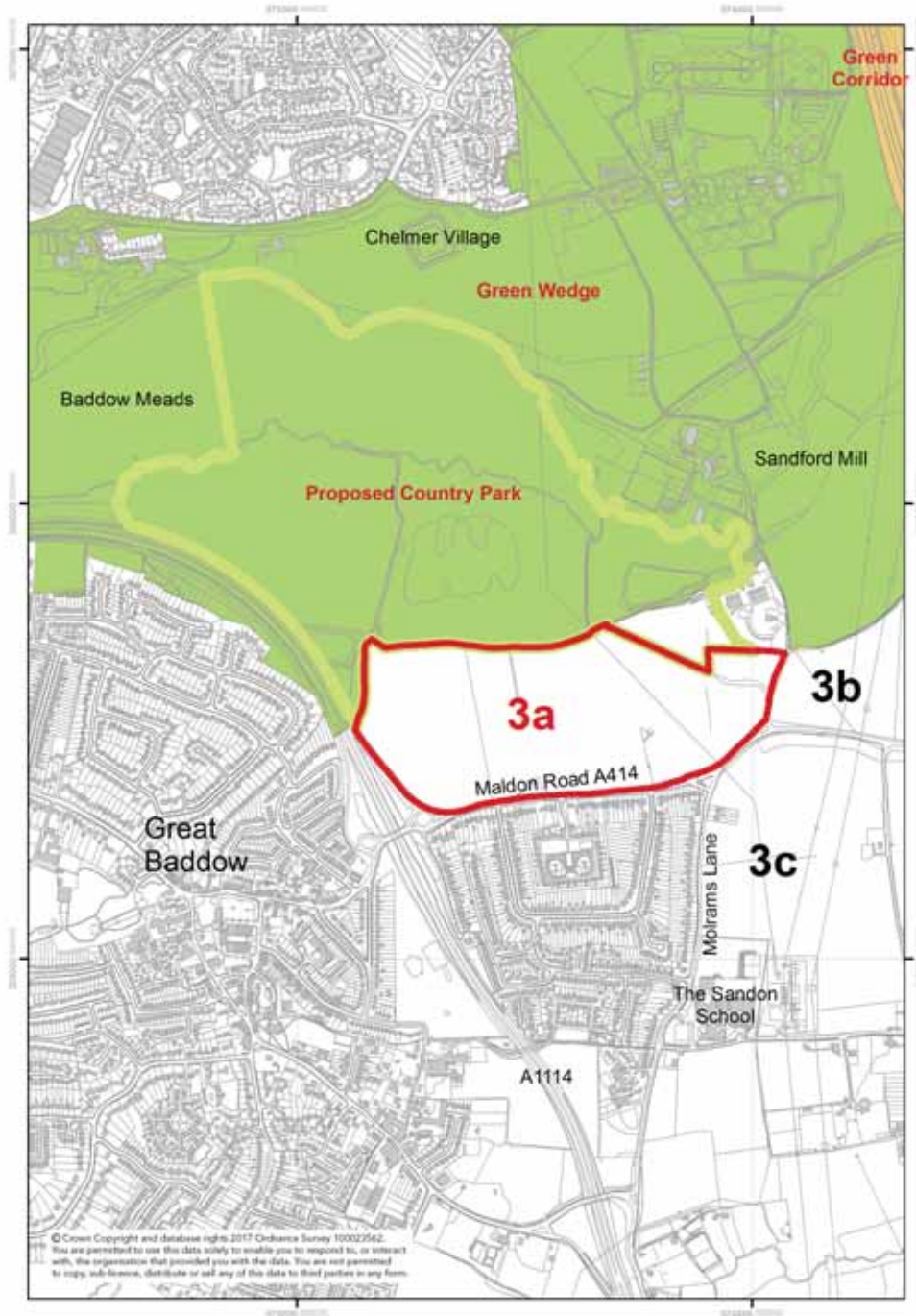


- **An appropriate vehicular access into Sandford Mill**
- **Financial contributions towards primary education and early years and childcare provision as required by the via Section 106 Planning Obligations**
- **Financial contributions towards other community facilities including health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations**
- **Appropriate measures to improve and enhance the adjoining Green Wedge including public access and opportunities for recreation**
- **Provision of or financial contribution to indoor leisure facilities either through the Community Infrastructure Levy or Section 106 Planning Obligations**
- **Minerals Resource Assessment as required by Essex County Council**
- **Appropriate flood mitigation measures and SuDS.**

Main vehicular access to the site will be from a new junction at Sandford Mill Lane/Maldon Road, with additional pedestrian/cycle access along Maldon Road. All access points will have to be agreed by Essex County Council.



Figure 19 : Land north of Maldon Road (Location 3a)



Reasoned Justification

7.95 This site is adjacent to Chelmsford Urban Area and close to service and facilities in Great Baddow and Sandon. It will provide a sustainable urban extension for up to 250 homes expected to be delivered between 2021/22 and 2025/26.



7.96 The development will provide an opportunity to provide a high-quality residential development and new Country Park to the north of the residential development. It will also provide an opportunity to unlock access to Sandford Mill (an important heritage asset and a focus for regeneration) through the delivery of a new road link from Maldon Road/Sandford Mill Lane.

7.97 The development will be expected to promote the highest standards of design to ensure that it works in sympathy with the local landscape and provides an appropriate green buffer between the site and Green Wedge and Conservation Area to the north. In particular, the design is expected to incorporate compensation measures for landscape effects caused by the development including restricting dwelling heights to a maximum of two-stories, promoting non-standard housing types and requiring lower dwelling densities. These measures will help to protect important views into the site from the north. Robust tree and hedge planting along the northern countryside edge will also be expected to include at least heavy standard appropriate native species. The Council will approve a landscape-led masterplan to address the nature, form, density, massing, design and phasing of the new development.

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

7.99 The development will be expected to improve connections for walking and cycling through the Green Wedge including connections into the existing cycle and footpath networks that link into the City Centre. Connections must also be enhanced to link with services and facilities that will serve the residential development in Great Baddow and Sandon including schools and shops.

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

Alternatives Considered

Pursue alternative site -

Reasonable alternatives to this preferred site are assessed in the Preferred Options SA/SEA and against relevant evidenced based assessments. These are not considered more appropriate.



STRATEGIC GROWTH SITE 3b – LAND EAST OF CHELMSFORD/NORTH OF GREAT BADDOW – LAND NORTH OF MALDON ROAD

A high-tech business park with good transport links.

Land north of Maldon Road, west of Sandon Park & Ride, as shown on the Proposals Map is allocated for a high-quality high-tech office/business park.

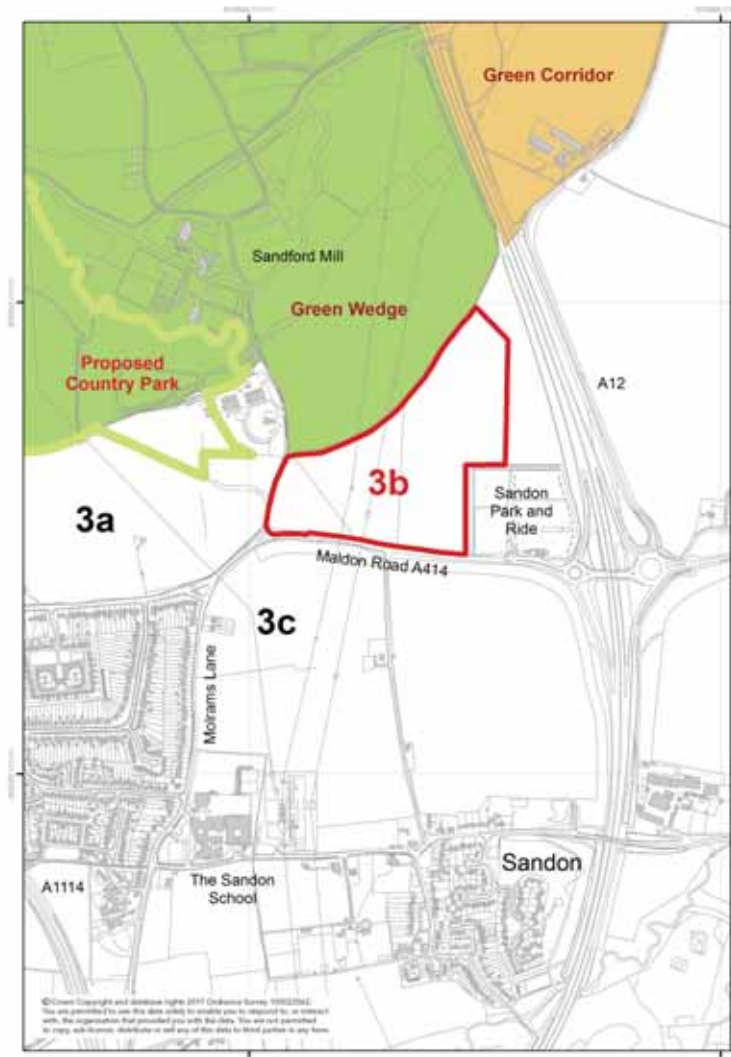
The development will be expected to provide:

- Class B use employment land for a high-tech office/business park
- Safeguarded space for the future extension of Sandon Park & Ride
- Units of a mixed size and type, in accordance with the Council's requirements
- On-site movement layout suitable for all potential users including good accessibility for bus services and direct pedestrian and cycle access within the site and to/from the wider area
- Provision of new and enhanced cycle and pedestrian routes including links to the existing strategic network, city centre and a safe crossing at Maldon Road
- Appropriate provision for parking, in accordance with the Council's requirements
- Appropriate improvements, as necessary, to the local and strategic road network as required by Essex County Council and Highways England
- Financial contributions to primary school education provision and a new 56 place stand-alone early years and childcare nursery (D1 use) on 0.13 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations
- Appropriate landscaping scheme including a green buffer to the Green Wedge to minimise the visual impact of the development
- Minerals Resource Assessment as required by Essex County Council
- Appropriate flood mitigation measures and SuDS.

Main vehicular access to the site will be from a new junction at Sandford Mill Lane/Maldon Road, with additional pedestrian/cycle access along Maldon Road. All access points will have to be agreed by Essex County Council.



Figure 20 : Land north of Maldon Road, west of Sandon Park & Ride (Location 3b)



Reasoned Justification

7.101 This site is adjacent to Chelmsford Urban Area, Sandon Park & Ride and well-located to existing and proposed developments in East Chelmsford. It also has excellent access to the strategic road network including the A12 and A414.

7.102 The development will provide employment land for a new high-tech/office business park including safeguarded land for the future extension of Sandon Park & Ride. It will provide a range and choice of prime new employment floorspace to help Chelmsford accommodate the predicted growth in economic development and identified need for jobs.



7.103 The development will be expected to promote high standards of design to support high-tech business sector, ensure that it works in sympathy with the local landscape and provides an appropriate green buffer between the site and Green Wedge. In particular, the design is expected to incorporate compensation measures for landscape effects caused by the development including restricting unit heights and providing appropriate tree and hedge planting along the countryside edge to include at least heavy standard appropriate native species.

7.104 The development will be expected to improve cycling and walking routes to the site from the surrounding area including the provision of new and improved routes through the Green Wedge from the City Centre and from existing and proposed developments in East Chelmsford.

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

7.106 Delivery is expected between 2021/22 and 2025/26.

Alternatives Considered

Pursue alternative site -

Reasonable alternatives to this preferred site are assessed in the Preferred Options SA/SEA and against relevant evidenced based assessments. These are not considered more appropriate.



STRATEGIC GROWTH SITE 3c – LAND EAST OF CHELMSFORD/NORTH OF GREAT BADDOW – LAND SOUTH OF MALDON ROAD

A sustainable extension to the existing Urban Area.

Land south of Maldon Road, as shown on the Proposals Map is allocated for residential development to extend the existing Urban Area in an easterly direction.

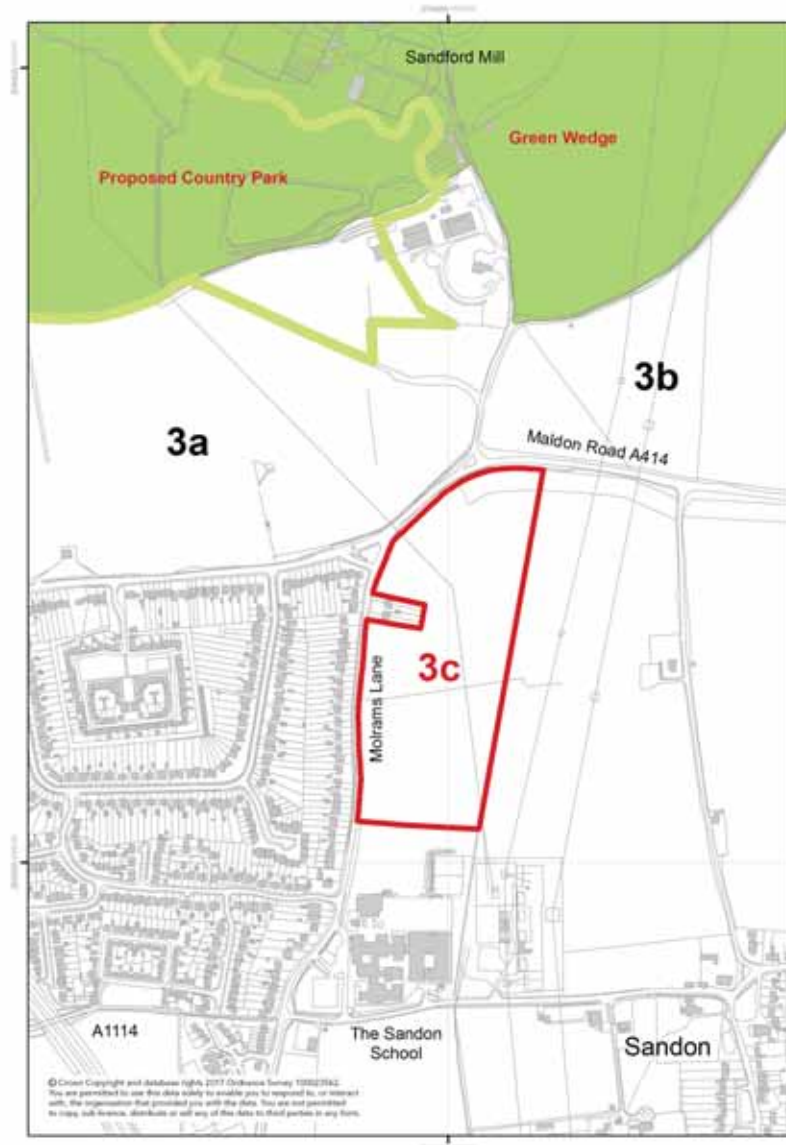
The development will be expected to provide:

- Around 150 new homes
- New homes of a mixed size and type, and density and massing that respond sensitively to its distinct landscape context
- Affordable housing in accordance with the Council's requirements
- Development should front onto Molrams Lane and Maldon Road
- Appropriate improvements, as necessary, to the local road network as required by Essex County Council
- Financial contributions to early years and primary education, as required by the Local Education Authority, primarily through Section 106 Planning Obligations
- Good accessibility for bus services and direct pedestrian and cycle access within the site and to/from the wider area
- Provision of new and enhanced cycle and pedestrian routes including links to the existing strategic network, city centre and safe crossings at Maldon Road
- Layout and landscaping which help to offset the views of electricity pylons to the east of the site and reduce the perception of their visual impact
- Appropriate provision of public open space, placed to ensure maximum separation from the WWII pillbox and listed building to the east
- Provide adequate separation of development from the existing electricity pylons and substation
- Provide a generous landscaped edge to the east and south of the site to minimise any coalescence with the village of Sandon
- Appropriate flood mitigation measures and SuDS.

Main vehicle access would be from Maldon Road.



Figure 21 : Land south of Maldon Road (Location 3c)



Reasoned Justification

7.107 The development will provide a sustainable extension to the Chelmsford Urban Area at Great Baddow to provide around 150 homes, to be delivered between 2021/22 and 2025/26.

7.108 The site is adjacent to the edge of the built up area in an open rural landscape. The development must respect the character of the location, by creating a generous landscaped edge to the eastern boundary and to the south to reinforce the separation of the development from Sandon village. It is also expected that development will retain or enhance the strong wooded boundary to the north and the hedgeline to the south adjoining Sandon School. Careful treatment of the spacing, height and scale of buildings is expected to provide a low density edge of village character.



7.109 The layout of proposed development and public open space can be used to help offset views of the electricity pylons to the east of the site, and maintain separation from the setting of the listed Graces Cross on Brick Kiln Road to the east. The WWII pillbox should be retained or incorporated into landscaping, with interpretation information.

7.110 Pedestrian and cycle connections should be provided from the site to link with local services and facilities including bus stops, schools and shops, and cycle and footpath networks linking into the City Centre.

Alternatives Considered

Pursue alternative site -

Reasonable alternatives to this preferred site are assessed in the Preferred Options SA/SEA and against relevant evidenced based assessments. These are not considered more appropriate.



Existing Commitments

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

EXISTING COMMITMENT EC1 – LAND NORTH OF GALLEYWOOD RESERVOIR

Development is expected to provide:

- Around 13 new homes
- Affordable housing in accordance with the Council's requirements
- Compensation for the loss of green space
- Protection for the Galleywood Common Local Nature Reserve on the western boundary
- Vehicular access from Pym's Road
- Appropriate flood mitigation measures and SuDS.

Figure 22 : Land north of Galleywood Reservoir





Reasoned Justification

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

7.113 The Council will require a masterplanned approach to the whole area prior to approving any application for part of the site. For redevelopment to take place, activities arising from reservoir operations may need to be relocated and alternative parking arrangements should be considered. The loss of the green space on the north-east of the site would need to be balanced by incorporating improved public recreational space, accessible to the wider neighbourhood.

7.114 Development should protect Galleywood Common Local Nature Reserve on the western boundary. Vehicular access to the site will only be acceptable from Pym's Road.

Alternatives Considered

Do not re-allocate the committed site allocation in Local Plan and rely solely on new sites –

The committed site allocation represents a sustainable and sound development allocation which has been subject to previous Independent Examination. There are no overriding constraints that would hinder the delivery of the site and it would contribute to housing supply in the early part of the Plan period. Not considered a reasonable alternative.

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

Development is expected to:

- Provide around 25 new homes
- Provide affordable housing in accordance with the Council's requirements
- Carefully design access arrangements
- Respect surrounding listed buildings and conservation area
- Maintain opportunities for future development to east and west
- Appropriate flood mitigation measures and SuDS.



**Figure 23 : Telephone Exchange,
Ongar Road, Writtle**



Reasoned Justification

7.115 Vehicular access to the site could be gained from both Ongar Road and The Green, although access from Ongar Road is narrow in parts and will require careful design.

7.116 Development will need to retain the protected trees on the site and also be sensitive to the surrounding listed buildings and conservation area.

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

Alternatives Considered

Do not re-allocate the committed site allocation in Local Plan and rely solely on new sites –

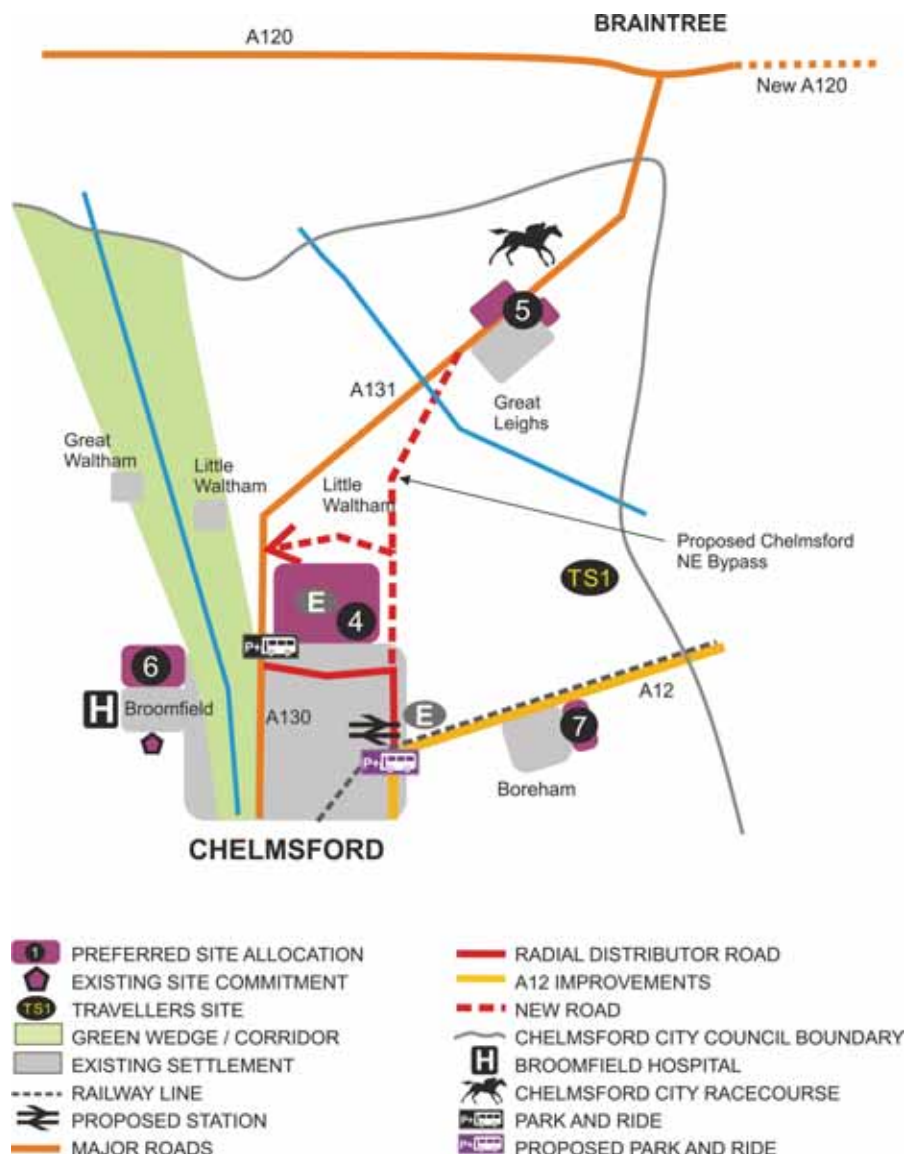
The committed site allocation represents a sustainable and sound development allocation which has been subject to previous Independent Examination. There are no overriding constraints that would hinder the delivery of the site and it would contribute to housing supply in the early part of the Plan period. Not considered a reasonable alternative.



Growth Area 2 - North Chelmsford

7.118 This Growth Area will deliver a substantial supply of new homes, employment and supporting infrastructure through the creation of sustainable new garden communities and village expansions. These will maximise opportunities for use of the Green Wedge and sustainable travel and help to bring forward benefits to the wider community including the Chelmsford North-East Bypass and new access into Broomfield Hospital.

Figure 24 : Growth Area 2 - North Chelmsford





STRATEGIC GROWTH SITE 4 – NORTH EAST CHELMSFORD

A new Garden Community to capitalise on existing growth areas.

Land to the north-east of Chelmsford beyond the existing developments at Beaulieu and Channels, as shown on the Proposals Map, is allocated for a high-quality comprehensively-planned new sustainable Garden Community.

The development will be expected to provide:

- Around 3,000 new homes for delivery in the period up to 2036
- New homes of a mixed size, type and density that respond directly to its context
- Affordable housing in accordance with the Council's requirements
- Provision of specialist residential accommodation
- Provision for self-build and custom-build housing
- Provision of Travelling Showpersons' site for 9 plots
- 45,000sqm of floorspace in new office/high tech business park providing a range of unit sizes and types
- A new Country Park together with a landscape strategy and delivery mechanisms for its long-term management and maintenance
- Safeguarded land for the future extension of Chelmer Valley Park & Ride
- A phased approach to the delivery of the Chelmsford North East Bypass
- A new second radial distributor road and potential cycle/footpath bridge over Essex Regiment Way into the Chelmer North Green Wedge
- Appropriate measures to enable travel by sustainable modes and that offer travel choice for people by non-car modes
- Good accessibility for bus services including the extension of on-site Chelmsford Area Bus Based Rapid Transit (ChART) infrastructure and bus priority measures within and outside the site to provide quick and convenient bus access into the city centre and North East Chelmsford
- Direct, safe and convenient pedestrian and cycle access within the site and to/from the Chelmer North Green Wedge and wider strategic network
- The provision of new and enhanced cycle routes, footpaths, Public Rights of Way and where appropriate bridleways between the site and the wider area to enable the development to integrate with existing developments and provide links into the countryside, city centre, surrounding countryside and the Chelmer North Green Wedge
- Provision of a dedicated car club for residents and businesses on site and within the surrounding area
- A new secondary school (D1 use) on 8.6 hectares of land with land to enable future expansion, as required by the Local Education Authority through Section 106 Planning Obligations



- Two new primary schools and co-located 56 place early years and childcare nurseries (D1 use) on 2.1 hectares and 2.4 hectares respectively of land, as required by the Local Education Authority through Section 106 Planning Obligations
- Two new 56 place stand-alone nurseries (D1 use) each on 0.13 hectares of land, as required by the Local Education Authority either through Section 106 Planning Obligations
- Neighbourhood Centres incorporating provision for convenience shopping, food outlets and community, health, and cultural provision
- Appropriate provision of community space on the development site and significant new multi-functional green infrastructure including public open space, formal and informal recreation and allotments
- Provision of or financial contribution to indoor leisure facilities either through the Community Infrastructure Levy or Section 106 Planning Obligations
- Appropriate landscaping adjacent to existing residential areas within the site and along the northern and western boundaries to mitigate the visual impact of the development
- Appropriate safeguarding for the existing open area currently comprising a golf course on-site
- Appropriate re-phasing of minerals extraction and restoration within the site and the undertaking of a Minerals Resource Assessment as required by Essex County Council
- Appropriate flood mitigation measures and SuDS.

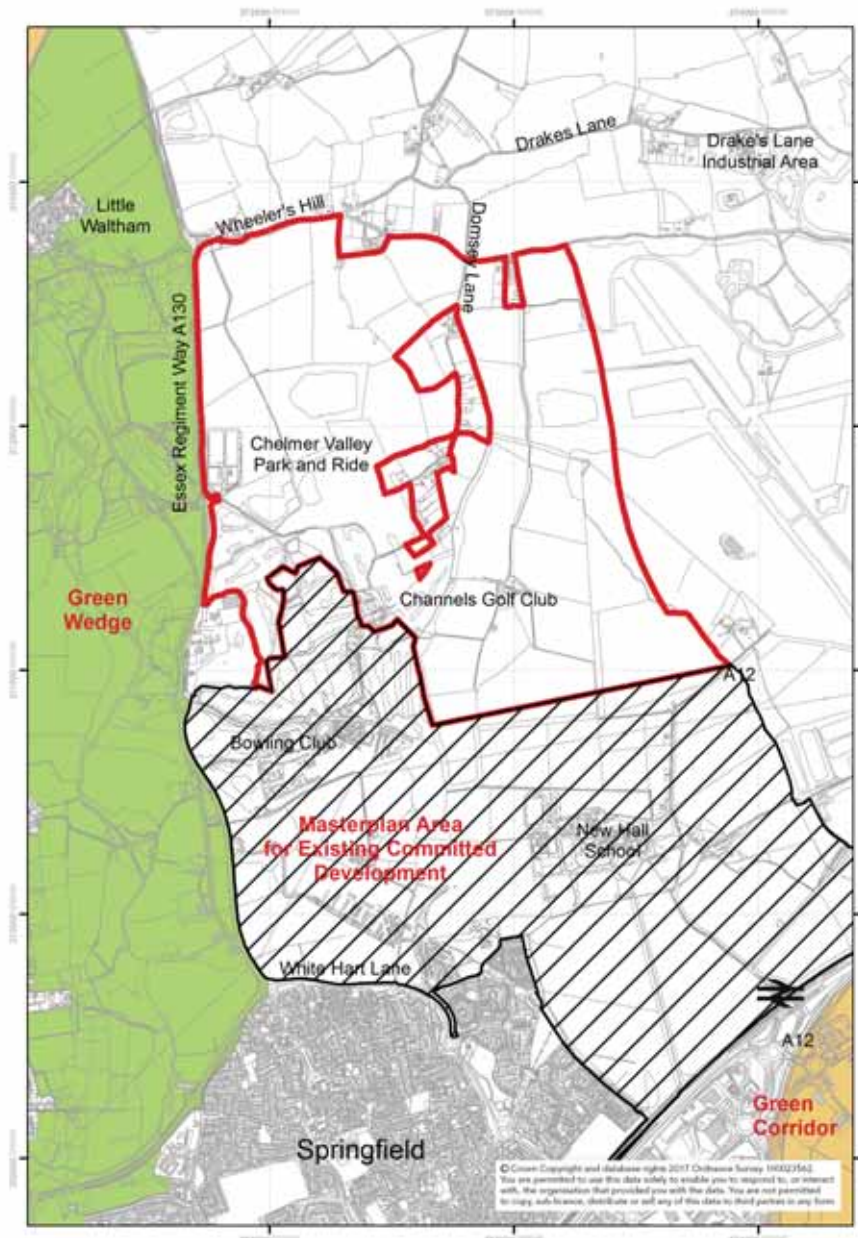
The Council will encourage the development of renewable, low carbon and decentralised energy schemes on this site.

Main vehicular access to the development site will be from Essex Regiment Way and a new second radial distributor road. Additional pedestrian/cycle accesses and bus priority measures will be provided along Essex Regiment Way to connect into the existing Chelmsford bus, cycleway and footpath networks.

The Strategic Masterplan will need to be underpinned by Garden City Principles and addresses and responds to the protected route corridor of the proposed A130 Chelmsford North East Bypass and the opportunities for further development post-2036.



Figure 25 : North East Chelmsford



Reasoned Justification

7.119 This site is adjacent to Chelmsford Urban Area and close to services and facilities in the existing and planned developments at Beaulieu and Channels. It will provide a large sustainable urban extension for around 3,000 homes expected to be delivered between 2021 and 2036. The wider allocation includes areas which have been consented for minerals extraction.



7.120 The development will provide a high-quality comprehensive garden community development underpinned by a series of interrelated principles which are based on the Town and Country Planning Association (TCPA) Garden City Principles. These include community and stakeholder involvement in the design and delivery of the garden community, promoting the highest quality of design, providing opportunities for employment, meeting the housing needs of all local people, providing integrated and sustainable transport systems, and putting in place long-term governance and stewardship arrangements for the new community infrastructure and assets. The development masterplan will be required to set out how it will follow the TCPA Garden City Principles, adapted for this particular location.

7.121 The development will be expected to provide specialist residential accommodation on site in order to meet local needs and to create a mixed and inclusive community. This could include accommodation for frail elderly, homes for those with disabilities or support needs. This provision should be based on the latest assessment of need and in consultation with Essex County Council.

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

7.123 The development will be required to safeguard land for the future expansion of Chelmer Valley Park and Ride and to maximise opportunities for sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be required to provide good accessibility for bus services including bus priority measures within the site and surrounding area and an appropriate extension of on-site Chelmsford Area Bus Based Rapid Transit (ChART).

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

7.125 The development must be accessible by walking, cycling and public transport to facilities and services within the site and wider area including to the City Centre and the proposed Beaulieu Train Station and associated employment area. The development will be expected to incorporate measures which reduce the need to travel, promote sustainable neighbourhoods and encourage people to make sustainable travel choices such as travel plans, car clubs and subsidised bus services. A car club can provide a viable alternative to car ownership. It is envisaged that the development will be large enough to support its own car club and there will be alternative means of sustainable transport available to residents to complement the car club.



7.126 The development will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network. These will be expected to include:

- A new second radial distributor road to serve the development from the existing distributor road to Essex Regiment Way and to provide direct access into the new office/high tech business park
- Appropriate improvements at Boreham Interchange, along Essex Regiment Way and other junctions on the A1016, A131 and A130 main road corridors, and
- Safeguard the preferred route corridor for the A130 Chelmsford North East Bypass and provide a phased approach to its delivery and ensure that development opportunities on the wider site post-2036, east of this corridor, are served with suitable junctions directly from this strategic route
- The provision of new and enhanced cycle and pedestrian routes between the site and the wider area including into the countryside, City Centre and the Chelmer North Green Wedge.

7.127 The development must promote the highest standards of design to help minimise the impact on local landscape character and to create a distinct new place. The development must provide appropriate safeguarding for the existing open area currently comprising a golf course on site. It must also respond to and capitalise on existing topographical and landscape site features and assets including established vegetation and water bodies.

7.128 The development will be required to respect the amenities of adjoining residential properties including those along Domsey Lane, Wheelers Hill and Drakes Lane. In particular, the design is expected to incorporate compensation measures for landscape effects caused by the development and to protect new development along the main roads including green buffers adjacent to existing residential areas and along the northern and western boundaries. The design is also expected to ensure that the development achieves an attractive and well-planned gateway into Chelmsford.

7.129 The development will be expected to improve connections for walking and cycling into and through the River Chelmer North Green Wedge and to the surrounding area including a potential new cycle/footbridge over Essex Regiment Way into the Green Wedge.

7.130 Given the scale of the development, a wide range of new community services and facilities including new schools, recreation facilities, meeting places and neighbourhood centres will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and easily accessible by walking, cycling and public transport to the majority of residents in the development.

7.131 As this is the largest Strategic Growth site and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpersons' site for 9 plots.

7.132 A significant amount of multi-functional green infrastructure will be required including green corridors, open spaces, allotments and sports areas with associated facilities and play facilities. The new Country Park will be expected to improve and enhance the Green Wedge, retain and improve



habitats for wildlife and provide new and enhanced recreational opportunities for local people. Appropriate and sustainable long-term management and maintenance arrangements for the new Country Park will also be required.

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

7.134 Part of the allocated area is subject to extant minerals permissions for long-term extraction. The development will require careful phasing together with a modified minerals phasing programme to be approved by the Minerals Planning Authority.

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

Alternatives Considered

Pursue alternative site -

Reasonable alternatives to this preferred site are assessed in the Preferred Options SA/SEA and against relevant evidenced based assessments. These are not considered more appropriate.

STRATEGIC GROWTH SITE 5 – MOULSHAM HALL AND NORTH OF GREAT LEIGHS

A new settlement to the west of Great Leighs to supplement sustainable growth to the north.

Land to the north and land to the west of the Key Service Settlement of Great Leighs, as shown on the Proposals Map, is allocated for a high-quality comprehensively-planned new sustainable Garden Community.

The developments will be expected to provide:

- Around 750 new homes on land west of Great Leighs (known as 'Moulsham Hall')
- Around 350 new homes on land north of Great Leighs
- New homes of a mixed size and type, and density and massing that respond to its local landscape context
- Affordable housing in accordance with the Council's requirements
- Provision for self-build and custom-build housing



- Provision of live-work properties
- Ancillary uses related to the adjoining racecourse
- An appropriate landscaped edge to the development sites and green buffering to the Local Wildlife Sites and within the site to mitigate the visual impact of the developments
- Appropriate improvements, as necessary, to the local and strategic road network as required by Essex County Council and Highways England
- Appropriate measures to enable travel by sustainable modes and that offer real travel choice for people by non-car modes
- Good accessibility for bus services including bus priority measures within and outside the development sites to provide quick and convenient bus access into Chelmsford and Braintree
- Direct, safe and convenient pedestrian and cycle access within the sites and to/from Great Leighs village, Chelmsford City Racecourse, Great Notley Garden Village and the wider strategic network
- The provision of new and enhanced cycle routes, footpaths, Public Rights of Way and where appropriate bridleways between the sites and the surrounding area to enable the development to integrate with existing development areas and to provide links into the wider countryside and beyond
- Financial contributions to secondary education provision as required by the Local Education Authority through Section 106 Planning Obligations
- Appropriate provision of public open space, formal and informal recreation and community space on the development sites
- Financial contributions towards other community facilities such as health provision as required by the NHS/CCG either through the Community Infrastructure Levy or Section 106 Planning Obligations
- Provision of or financial contribution to indoor leisure facilities either through the Community Infrastructure Levy or Section 106 Planning Obligations
- Minerals Resource Assessment as required by Essex County Council
- Appropriate flood mitigation measures and SuDS.

In addition, the land west of Great Leighs will be expected to provide:

- A new primary school with co-located 56 place early years and childcare nursery (D1 use) on 2.1 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations
- Neighbourhood Centre incorporating provision for convenience shopping, food outlets and community, health, and cultural provision.



In addition, the land north of Great Leighs will be expected to provide:

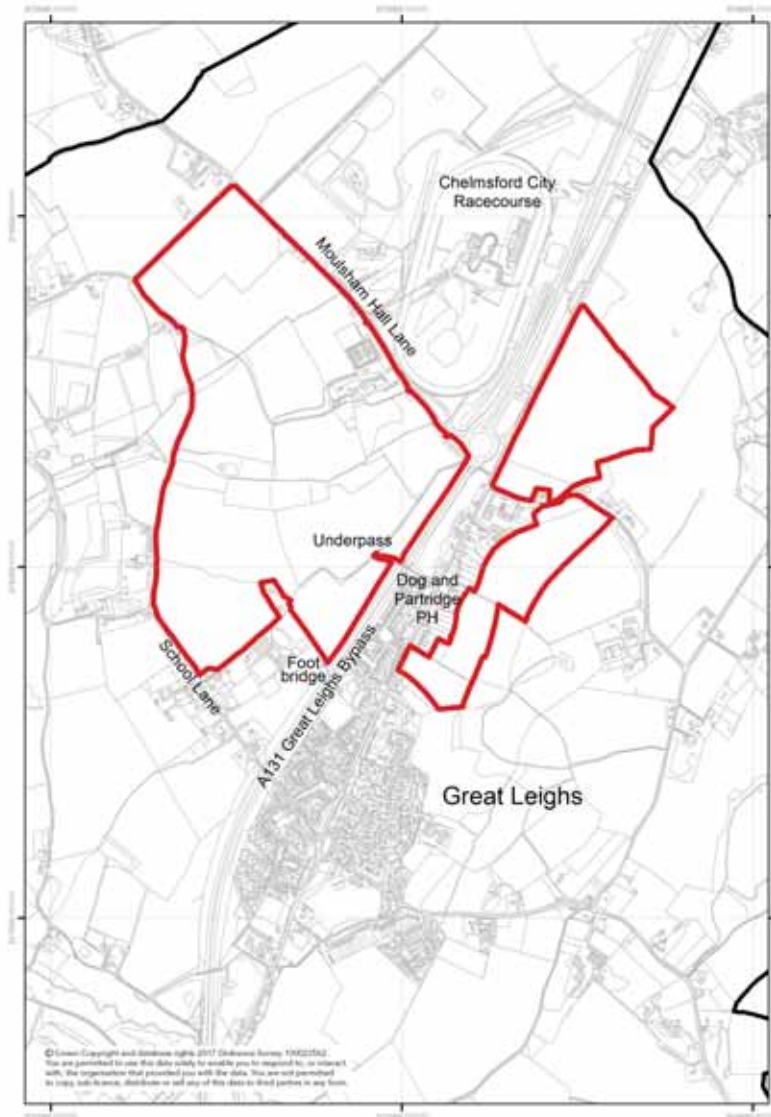
- A new 56 place stand-alone early years and childcare nursery (D1 use) on 0.13 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations
- Financial contributions to primary education required by the Local Education Authority, primarily through Section 106 Planning Obligations, and also the Community Infrastructure Levy
- Provision of a Travelling Showpersons' site for 5 plots.

Main vehicular access to the development site on land north of Great Leighs will be from Main Road/London Road, Main Road and Banters Lane. There may be opportunities for access to be provided through the adjoining approved housing development site. Additional pedestrian and cycle connections will be provided along Banters Lane and Main Road to connect into Great Leighs and the existing cycle/footpath networks.

Main vehicular access to the development site on land west of Great Leighs (known as 'Moulsham Hall') will be from Moulsham Hall Lane. Additional pedestrian and cycle connections will be provided along Moulsham Hall Lane, School Lane and Dumney Lane to connect into Great Leighs and existing cycle/footpath networks.



Figure 26 : Great Leighs



Reasoned Justification

7.136 Although this strategic allocation contains separate sites split by the A130, it will be planned and delivered as one development.

7.137 Great Leighs primary school is full, and forecast to remain so. A comprehensive approach is necessary to deliver a new Primary School for this allocation early on in the development. The nearest secondary schools to Great Leighs are located in Braintree town. Under the Duty to Co-operate, discussions are on-going between the Council, Braintree District Council and Essex County Council (as Education Authority) to consider the potential implications arising from both emerging Local Plans, and the provision of secondary school provision.



7.138 Land to the west of Great Leighs, known as 'Moulsham Hall', is separated from Great Leighs village by the A130 although good connections exist via a pedestrian/cycle footbridge, a pedestrian/cycle underpass and School Lane for vehicular traffic. This part of the overall development will provide a high-quality sustainable new garden community for around 750 homes expected to be delivered between 2026/27 and 2035/36.

7.139 The remaining sites to the east of Main Road and to the north of Great Leighs, are adjacent to the existing village and well-located to existing facilities and employment including a primary school, shop/post office, public houses, village hall, Banters Lane Employment Area and Chelmsford City Racecourse. There is also a good frequency of bus services connecting into Chelmsford City Centre and Braintree. These parts of the overall development will form an extension to Great Leighs village by providing around 350 homes expected to be delivered between 2021/22 and 2025/26.

7.140 The development will be underpinned by a series of interrelated principles which are based on the Town and Country Planning Association (TCPA) Garden City Principles. These include community and stakeholder involvement in the design and delivery of the garden community, promoting the highest quality of design, meeting the housing needs of all local people, providing integrated and sustainable transport systems and putting in place long-term governance and stewardship arrangements for the new community infrastructure and assets. The development masterplan will be required to set out how it will follow the TCPA Garden City principles, adapted for this particular location.

7.141 The development will be required to maximise opportunities for sustainable transport modes to be taken up to create neighbourhoods where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. It will be expected to provide new and enhanced cycle and pedestrian routes between the site and the wider area including into the existing Great Leighs village, Great Notley and Chelmsford Racecourse.

7.142 The development must ensure access to facilities and services both within and surrounding the development by walking, cycling and public transport including to Great Leighs and Great Notley Garden Village. The development will be expected to incorporate measures which reduce the need to travel and encourage people to make sustainable travel choices such as household travel plans and subsidised bus season tickets.

7.143 The development must promote the highest standards of design to help minimise the impact on local landscape character, to create distinct new neighbourhoods, and to provide an appropriate green buffer between the site and the Rural Area. In particular, the design is expected to incorporate compensation measures for landscape effects caused by the development including requiring lower dwelling densities and appropriate tree and hedge planting along the countryside edges and the setting of the Grade II Listed Moulsham Hall. On the Moulsham Hall site, the design is also expected to respond to and capitalise on existing topographical, heritage, ecological and landscape site features such as the parkland setting of Moulsham Hall, shallow valleys, established field boundaries, mature trees and vegetation, and on-site Local Wildlife Sites. The development will also be required to incorporate green buffers adjacent to existing residential properties including those along Banters Lane, Dumney Lane, Main Road, Moulsham Hall Lane and School Lane.



7.144 The development will be expected to adequately mitigate its likely impacts on the performance of the local and strategic road network. These will be expected to include appropriate improvements along roads that will serve the new development including Moulsham Hall Lane, Main Road, Banters Lane, London Road and the A131.

7.145 Given the scale of the development, a wide range of new community services and facilities including a new primary school, open spaces, recreation, sport and play facilities and neighbourhood centre will need to be provided. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development.

7.146 As this is a Strategic Growth site and in order to achieve a mixed and balanced new community, the development on the Moulsham Hall site will be required to provide a Travelling Showpersons' site for 5 plots.

7.147 Live-work units will be provided to ensure the new communities are as sustainable as possible. Combining work and home in a single unit will help to reduce the need to travel, reduce traffic levels and related pollution problems. It will also promote new economic development.

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

Alternatives Considered

Pursue alternative site -

Reasonable alternatives to this preferred site are assessed in the Preferred Options SA/SEA and against relevant evidenced based assessments. These are not considered more appropriate.

STRATEGIC GROWTH SITE 6 – NORTH OF BROOMFIELD

Respecting the historic settlement pattern through sustainable growth.

Land to the north of Woodhouse Lane and west of Blasford Hill, as shown on the Proposals Map, is allocated for a high-quality development that maximises opportunities for sustainable travel.

The development will be expected to provide:

- Around 800 new homes
- New homes of a mixed size and type, and density and massing that respond to its local landscape context

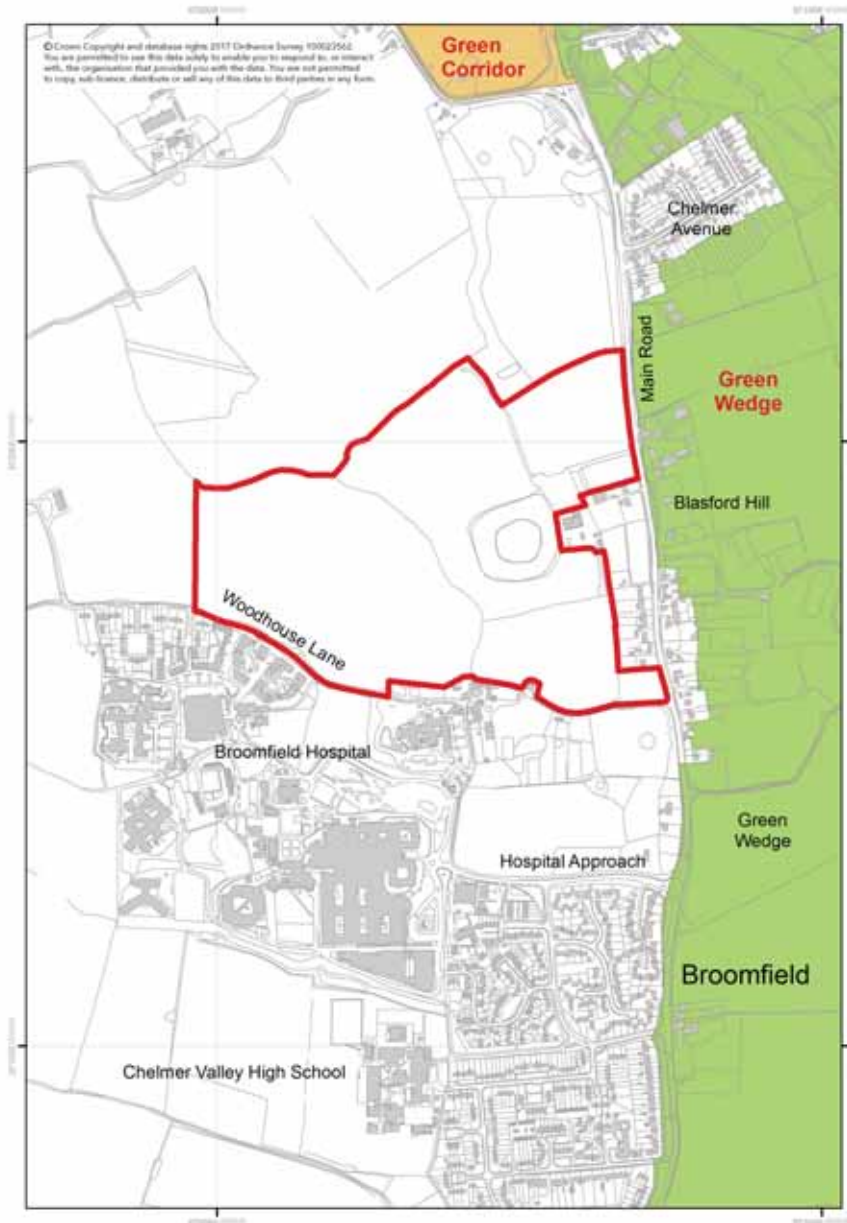


- Affordable housing in accordance with the Council's requirements
- Provision for self-build and custom-build housing
- Financial contributions to secondary education provision and a new 30 place stand-alone early years and childcare nursery (D1 use) on 0.065 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations
- A new primary school with co-located 56 place early years and childcare nursery (D1 use) on 2.1 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations
- Provision of a new access road to serve the development, Broomfield Hospital and Fairleigh Hospice linking to Blasford Hill (B1008) to the north
- Appropriate measures to enable travel by sustainable modes and that offer travel choice for people by non-car modes
- Good accessibility for bus services including bus priority measures within and outside the site to provide quick and convenient bus access into the City Centre
- Direct pedestrian and cycle access within the site and to/from the Chelmer North Green Wedge, City Centre, Broomfield Hospital and wider strategic network
- The provision and/or contribution towards new and improved cycle routes, footpaths, Public Rights of Way and where appropriate bridleways between the site and the surrounding area to enable the development to integrate with Broomfield and provide links into the wider countryside, City Centre and Green Wedge
- Neighbourhood Centre incorporating provision for convenience shopping, and community, health and cultural facilities
- Provision of or financial contribution to indoor leisure facilities either through the Community Infrastructure Levy or Section 106 Planning Obligations
- An appropriate landscaped edge to the development to mitigate the visual impact of the development
- Minerals Resource Assessment as required by Essex County Council
- Appropriate flood mitigation measures and SuDS.

Main vehicular access to the development site will be from Blasford Hill with additional access from Woodhouse Lane. Additional pedestrian/cycle accesses will be provided to connect the site into existing cycle and footpath networks and the surrounding area.



Figure 27 : North of Broomfield



Reasoned Justification

7.149 This site is adjacent to the Key Service Settlement of Broomfield and well-located in relation to existing facilities and employment including Chelmer Valley High School, Broomfield library, River Chelmer North Green Wedge and Broomfield Hospital. Main Road (B1008) Broomfield is also a 'quality' bus corridor with a very good frequency of services connecting into Chelmsford City Centre.



7.150 The development will provide a sustainable extension for around 800 homes expected to be delivered between 2021/22 and 2025/26. It will provide a high-quality development and a second multi-purpose vehicular link road into Broomfield Hospital campus. This will help serve Broomfield Hospital, Fairleigh Hospice and King Edward VI Grammar School playing fields. In addition, the new link road will help to ease wider congestion on the Main Road, Broomfield Corridor.

7.151 There is an emerging Neighbourhood Plan being prepared in Broomfield which it is envisaged will help to shape this site allocation. However, it is considered that this quantum of development and its extent should be allocated through the Local Plan. The site straddles the parish boundary with Little Waltham and the delivery of the new access into Broomfield Hospital is a strategic objective of the Local Plan.

7.152 The development will be required to maximise opportunities for sustainable transport modes to be taken up to create a neighbourhood where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. The development will be required to provide good accessibility for bus services including bus priority measures within the site and surrounding area. It will be expected to incorporate measures which reduce the need to travel and encourage people to make sustainable travel choices, such as household travel plans and subsidised bus season tickets.

7.153 The development must be accessible by walking, cycling and public transport to facilities and services within the development and wider area including to Broomfield Hospital, Chelmer Valley High School, City Centre and the Green Wedge. It will also be expected to provide new and enhanced cycle and pedestrian routes between the site and the surrounding area and to incorporate measures which reduce the need to travel and encourage people to make sustainable travel choices such as subsidised bus services.

7.154 The development will be expected to adequately mitigate its impacts on the performance of the local and strategic road network including appropriate road and junction improvements along the B1008 and Woodhouse Lane. It will also be expected to provide new and enhanced cycle and pedestrian routes between the site and the wider area including into the countryside, City Centre and the Chelmer North Green Wedge.

7.155 The site is set within an attractive open rural landscape. The development must promote the highest standards of design to ensure that it creates a distinct new place, works in sympathy with the local landscape and provides appropriate green buffers between the site and the Rural Area. In particular, the design is expected to incorporate compensation measures for landscape effects caused by the development including requiring lower dwelling densities and appropriate tree and hedge planting along the countryside edges. Green buffers will also be required to protect the amenities of its neighbours including adjoining properties, Fairleigh Hospice and KEGS playing field. The nature conservation value of Puddings Wood Local Wildlife Site to the south of the development must also be protected.



7.156 A range of new community services and facilities including a new primary school, nursery, open space, recreation facilities and neighbourhood centre will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they are easily accessed by walking, cycling and public transport to the majority of residents in the development. The new primary school will be in addition to that allocated at Broomfield Place.

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

Alternatives Considered

Pursue alternative site -

Reasonable alternatives to this preferred site are assessed in the Preferred Options SA/SEA and against relevant evidenced based assessments. These are not considered more appropriate.

STRATEGIC GROWTH SITE 7 – EAST OF BOREHAM

Extending Boreham to create a new edge to the countryside.

Land to the east of the Boreham, as shown on the Proposals Map, is allocated for a residential development to extend the existing Key Service Settlement in an easterly direction.

The development will be expected to provide:

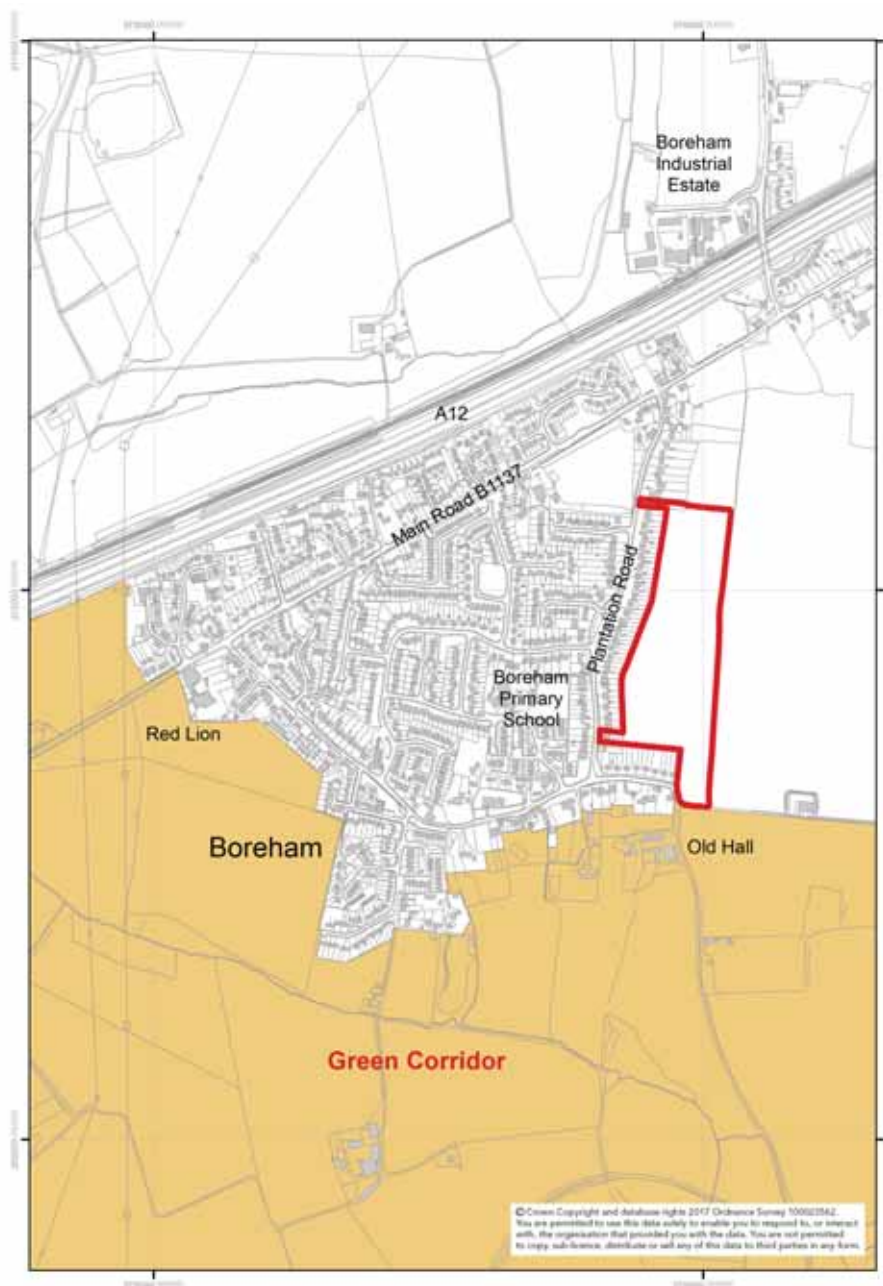
- Around 145 new homes
- Affordable housing in accordance with the Council's requirements
- Appropriate improvements, as necessary, to the local road network as required by Essex County Council
- Financial contributions to early years, secondary education and primary education/new primary school, as required by the Local Education Authority, primarily through Section 106 Planning Obligations, and also the Community Infrastructure Levy
- Direct, safe and convenient pedestrian and cycle access within the sites and to/from Boreham village and the wider strategic network
- The provision of new and enhanced cycle routes, footpaths, Public Rights of Way and where appropriate bridleways between the site and the surrounding area
- Appropriate provision of public open space



- A landscaped edge to the countryside
- Appropriate flood mitigation measures and SuDS.

The Council will consider the development of the site in the context of an approved Masterplan carried out in partnership with the local community.

Figure 28 : Boreham





Reasoned Justification

7.158 The development will provide a sustainable extension to the village of Boreham to provide around 145 new homes between 2017/18 and 2020/21.

7.159 The site is set within an open rural landscape, visible from various public routes. The development must respect, and respond to, the character of buildings within Boreham, whilst also providing an appropriate green edge to the north and east. Any new properties directly to the rear of dwellings in Plantation Road need to provide adequate separation distance to those properties.

7.160 The development will be expected to minimise its impacts on the local road network by providing a suitable access into the site, whilst preserving the living environments of the nearest neighbours. Planting should accompany any access road which is close to existing residential properties.

7.161 Bus stop upgrades are necessary at locations along Main Road and Plantation Road. Footpath 38 should also be upgraded to include surfacing and waymarking.

7.162 The site will be expected to provide new and enhanced cycle and pedestrian routes between the site and the wider area including connections into the existing village.

7.163 A Neighbourhood Plan is being prepared for Boreham which can help shape this allocation and investigate the need for any further development allocations in Boreham. The quantum and extent of this site should be allocated in the Local Plan.

7.164 The masterplan will ensure that a comprehensive approach is taken to the planning and delivery of the site and associated infrastructure. This will be produced by the applicants in partnership with the Council and other relevant stakeholders including Boreham Parish Council, Boreham Neighbourhood Plan Group, and relevant statutory consultees.

Alternatives Considered

Pursue alternative site -

Reasonable alternatives to this preferred site are assessed in the Preferred Options SA/SEA and against relevant evidenced based assessments. These are not considered more appropriate.



Existing Commitments

7.165 These are deliverable sites previously allocated or secured through the Council's Local Development Framework which have not yet been granted planning permission.

TRAVELLERS SITE TS1 – DRAKES LANE GYPSY AND TRAVELLER SITE

Land at Drakes Lane, Little Waltham, as shown on the Proposals Map, is allocated for a Gypsy and Traveller site for those who comply with the nomadic definition for a Gypsy or Traveller as defined in the Planning Policy for Traveller Sites.

The development will be expected to provide:

- 10 permanent, fully serviced, Gypsy and Traveller pitches
- Appropriate access provision
- Appropriate landscaping
- Appropriate scaled amenity buildings for each pitch
- Appropriate flood mitigation measures and SuDS.

Figure 29 : Drakes Lane Gypsy and Traveller Site





Reasoned Justification

7.166 The site has been secured by the Council through a Section 106 planning obligation in connection with an existing planning approval at the Beaulieu and Channels sites as part of the previously adopted North Chelmsford Area Action Plan. The Section 106 Agreements secured this land for such a development as well as the funding to implement a fully serviced site.

7.167 The development will provide a permanent site for 10 Gypsy and Traveller pitches will be delivered between 2016/17 and 2020/21.

7.168 The site is set within a rural landscape. The development should provide an appropriate green edge to the boundaries to protect the visual amenities of the area.

7.169 The development will be expected to minimise its impacts on the local road network by providing a suitable access into the site.

Alternatives Considered

Pursue alternative site -

No other suitable or deliverable individual Gypsy and Traveller site has been put forward through the 'Call for Sites'. Those individual sites that were submitted were either in the Green Belt, had been recently found to be unsuitable at appeal for such a use, or were not of sufficient size.



EXISTING COMMITMENT EC3 – LAND TO THE SOUTH AND WEST OF BROOMFIELD PLACE AND BROOMFIELD PRIMARY SCHOOL

Land to the south and west of Broomfield Place and Broomfield Primary School as shown on the Proposals Map, is allocated for residential development with provision for a relocated Primary School.

The development will be expected to:

- Provide for around 200 new homes
- Provide for the relocation and expansion of Broomfield Primary School with early years and childcare provision
- Provide open space and relocated primary school playing fields to the south of the site to ensure the gap between Broomfield and Chelmsford Urban Area is not materially eroded
- Ensure development faces School Lane
- Provide new homes of a mixed size and type
- Provide affordable housing in accordance with the Council's requirements
- Provide appropriate improvements, as necessary, to the local road network as required by Essex County Council
- Provide walking and cycling connections both north and south including links to Saxon Gate off Patching Hall Lane
- Ensure development is compatible with adjacent development density, whilst making the most efficient use of land and protecting and enhancing the setting of the Grade II listed Broomfield Place
- Restrict any development directly to the south of Broomfield Place Lodge to maintain the green break in existing development pattern and provide a vista of the Grade II listed Broomfield Place
- Retain Broomfield Place Lodge building with open setting
- Ensure that landscaping proposals and development design and layout mitigate any potential effect on the setting of the listed Broomfield Place
- Retain and convert frontage building of the existing primary school on School Lane
- Provide appropriate flood mitigation measures *and SuDS*.

Vehicular access will be via School Lane and Main Road (B1008), with improvements to be required at the junction of School Lane and Main Road (Angel Green).



Figure 30 : Land to the South and West of Broomfield Place and Broomfield Primary School



Reasoned Justification

7.170 This site was allocated for residential development in the Council's adopted North Chelmsford Area Action Plan (NCAAP). The site is subject to a current planning application but there has been delay determining the proposals due to the need to finalise the form and function of the relocated primary school. It is expected these issues will be resolved. Therefore it is proposed to continue the allocation of this site.

7.171 The delivery of the relocated primary school in this location remains an important planning objective of the Council and the local community. The expansion of the existing primary school is severely constrained by the physical size and split nature of the site.

7.172 These sites are centred around the existing Broomfield Place house and environs; Broomfield Primary School and existing playing field; and farmland to the west of Broomfield Place house. Broomfield Place is a Grade II listed building used as offices. The sites are well related to existing



services and facilities including the existing primary school, library, convenience shop and community centre which would be in easy walking distance of potential new development. Main Road (B1008) Broomfield is a 'quality bus' corridor with a very good frequency of services connecting into Chelmsford City Centre.

7.173 The proposed vehicular access will be via School Lane and Main Road (B1008), with improvements to be required at the junction of School Lane and Main Road (Angel Green). There is existing access from School Lane which serves the telephone exchange which could form access to the site. However, there is an opportunity to access the development from another point along School Lane if this is required. Any junction improvements would need to protect and enhance the existing green space at Angel Green which is a registered village green. The access requirements of the new primary school will need to provide satisfactory circulation to accommodate school traffic to include appropriate access and egress measures to avoid unacceptable traffic conflicts.

7.174 Likely impacts from development on the performance of the local road network must be mitigated, including appropriate improvements to Valley Bridge/Broomfield Road signals.

7.175 The functional requirements of the new primary school will be crucial in the final layout and form of the site. The wider site is within three different ownerships, so there is a need for a joint landowners agreement to be continued.

Alternatives Considered

Do not re-allocate the committed site allocation in Local Plan and rely solely on new sites –

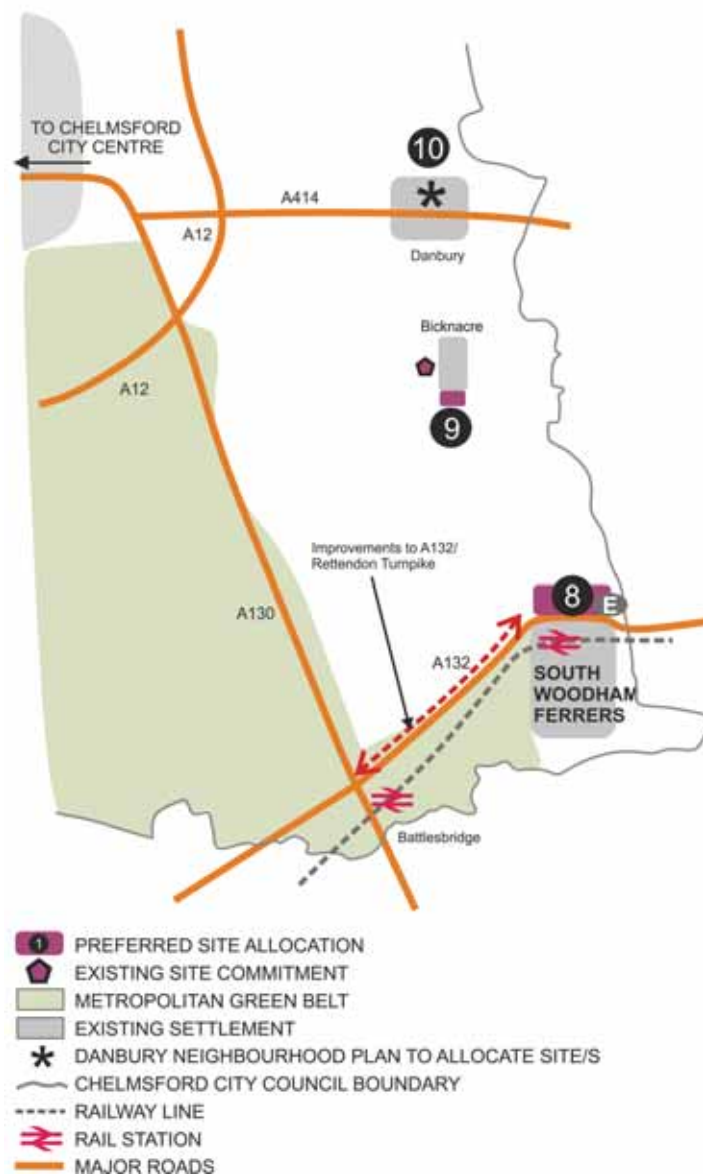
The committed site allocation represents a sustainable and sound development allocation which has been subject to previous Independent Examination. There are no overriding constraints that would hinder the delivery of the site and it would contribute to housing supply in the early part of the Plan period. Not considered a reasonable alternative.



Growth Area 3 - South and East Chelmsford

7.176 This Growth Area will deliver sustainable new development around the existing town of South Woodham Ferrers and at the Key Service Settlements of Danbury and Bicknacre both of which have a good level of services including primary schools, convenience shopping facilities and primary healthcare facilities. These developments will provide opportunities to contribute to and enhance existing facilities and services. They will also offer wider benefits to the community by helping to deliver road and rail improvements including to the A132/ Rettendon Turnpike Junction.

Figure 31 : Growth Area 3 - South and East Chelmsford





STRATEGIC GROWTH SITE 8 – NORTH OF SOUTH WOODHAM FERRERS

Extending South Woodham Ferrers whilst respecting its important landscape setting.

Land to the north of Burnham Road and east of the B1418, as shown on the Proposals Map, is allocated for a high-quality development in a landscaped setting.

The development will be expected to provide:

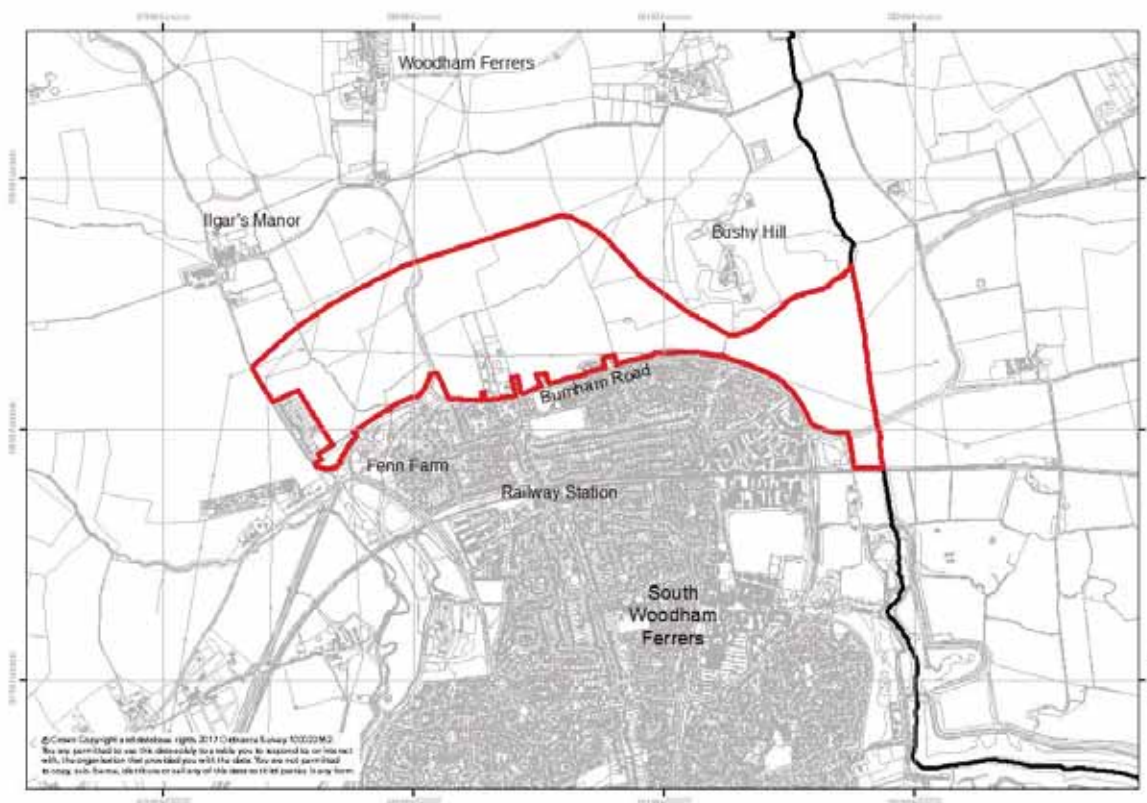
- Around 1,000 new homes
- New homes of a mixed size and type, and density and massing that respond to its local landscape context
- Affordable housing in accordance with the Council's requirements
- Provision of specialist residential accommodation
- Provision for self-build and custom-build housing
- Provision of Travelling Showpersons' site for 5 plots
- 1,000sqm of flexible business floorspace providing a range of unit sizes and types
- 1,900sqm of food retail floorspace
- Appropriate improvements, as necessary, to the local and strategic road network as required by the Highways Authority including implementation of a traffic management strategy to direct development traffic to the main road network
- A new primary school on a precautionary basis with co-located 56 place early years and childcare nursery (D1 use) on 2.1 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations
- A new 56 place stand-alone early years and childcare nursery (D1 use) on 0.13 hectares of land as required by the Local Education Authority through Section 106 Planning Obligations
- An appropriate landscaped setting for development to mitigate visual, biodiversity and heritage impact of the development
- Layout dictated by wide green margins to include formal and informal public open space
- Good accessibility for bus services
- Safe and direct pedestrian and cycle access within the site and to/from South Woodham Ferrers railway station, education facilities, related commerce, and the town centre
- Neighbourhood Centre incorporating provision for convenience shopping, food outlets and community, health, and cultural provision
- The provision and/or contribution towards new cycle routes, footpaths, Public Rights of Way and where appropriate bridleways between the site and the surrounding area, to enable the development to integrate with South Woodham Ferrers and provide links into the wider countryside



- Provision of a dedicated car club for residents and businesses on site and available to the rest of South Woodham Ferrers.
- Provision of or financial contribution towards indoor leisure facilities either through the Community Infrastructure Levy or Section 106 Planning Obligations
- Appropriate flood mitigation measures and SuDS.

Main vehicular access to the development site will be from the B1418 with additional access from Burnham Road. There will be no vehicular access from the site to Edwins Hall Road. Additional pedestrian/cycle accesses will be provided to connect the site into existing cycle and footpath networks and the surrounding area.

Figure 32 : North of South Woodham Ferrers





Reasoned Justification

7.177 This site is to the north of South Woodham Ferrers, Chelmsford's second largest settlement. The land borders Burnham Road and the B1418, as shown on the Proposals Map. It is far less constrained than other land around the existing town where development would be prevented by the River Crouch and its protection constraint areas of flood risk, and the Green Belt.

7.178 The development will provide a large-sized sustainable extension for around 1,000 homes, 1,000sqm of flexible business space and 1,900sqm for convenience retail is expected to be delivered between 2021/22 and 2030/31. There is an extant planning permission for a supermarket to the north of South Woodham Ferrers. If implemented there would be no need for any further retail development. It will provide a high-quality development in a landscaped setting.

7.179 The development will be expected to provide specialist residential accommodation on site in order to meet local needs and to create a mixed and inclusive community. This could include accommodation for frail elderly and homes for those with disabilities or support needs. This provision should be based on the latest assessment of need and in consultation with Essex County Council.

7.180 The southern edge of the site is around 500m from South Woodham Ferrers railway station and associated businesses, and just over 1km from the town centre and secondary school. South Woodham Ferrers has a wide range of facilities including medical, leisure, retail, library and business areas.

7.181 The development will be required to maximise opportunities for sustainable transport modes to create a neighbourhood where alternative forms of transport to the private car (walking, cycling and public transport) are prioritised. This is expected to include a new north/south cycle route through the site. The development will be expected to incorporate measures which reduce the need to travel and encourage people to make sustainable travel choices, such as household travel plans, subsidised bus services and car clubs. A car club will provide a viable alternative to car ownership and can reduce the need for land devoted to car parking. The site is within easy cycling distance of South Woodham Ferrers railway station and town centre with good public transport connections, both of which would complement the car club.

7.182 The development must be accessible by walking, cycling and public transport to facilities and services within the development itself and wider area including the railway station, town centre, schools and links to Wickford and Chelmsford. This includes safe crossing points for Burnham Road to enable seamless integration with the existing settlement.

7.183 Likely impacts from development on the performance of the local and strategic road network must be mitigated, including appropriate road and junction improvements along Burnham Road, the roundabout junctions at the B1418, Tabrum's Lane, Ferrers Road and Rettendon Turnpike, and the A132 between the town and the A130, in line with the Highway Authority requirements.



7.184 The railway offers direct trains to London in the morning and evening peak, and with a change of trains at Wickford outside those times. Development should investigate potential for and contributions to additional train capacity, station improvements, and in the longer term opportunities for a passing loop to enable more frequent trains.

7.185 The site is set within an attractive open rural landscape. The development must promote the highest standards of design to ensure that it creates a distinct new place, works in sympathy with the local landscape and provides appropriate deep green buffers to ensure integration with the open countryside. Key views and utility easements including overhead pylons and high pressure gas main will influence the location of green spaces and routes, and create the layout framework for buildings.

7.186 The future development layout will need to take account of and provide protection for, in particular, the Local Wildlife Site, the upper slopes of the landscape including Bushy Hill and the northern part of the site, and the setting of the listed Edwin's Hall and other historic buildings. This may be achieved through varying densities, additional planting and retention of existing natural features to contribute to character.

7.187 A range of new community services and facilities including a new primary school, open space, recreation facilities and neighbourhood centre will need to be provided on the site. These services and facilities should be of an appropriate scale to serve the new communities and located where they will be easily accessible by walking, cycling and public transport to the majority of residents in the development.

7.188 Locations for office, retail and community space will need to be incorporated in a logical way to relate to local needs and maintain a balance of uses on the site and the adjoining town.

7.189 There is a Neighbourhood Plan being prepared in South Woodham Ferrers which it is envisaged will help to shape this site allocation. However, it is considered that the development quantum and extent of this site should be allocated through the Local Plan as a strategic site delivering a significant new neighbourhood.

7.190 As this is a large Strategic Growth site and in order to achieve a mixed and balanced new community, the development will be required to provide a Travelling Showpersons' site for 5 plots.

Alternatives Considered

Pursue alternative site -

Reasonable alternatives to this preferred site are assessed in the Preferred Options SA/SEA and against relevant evidenced based assessments. These are not considered more appropriate.



GROWTH SITE 9 – SOUTH OF BICKNACRE

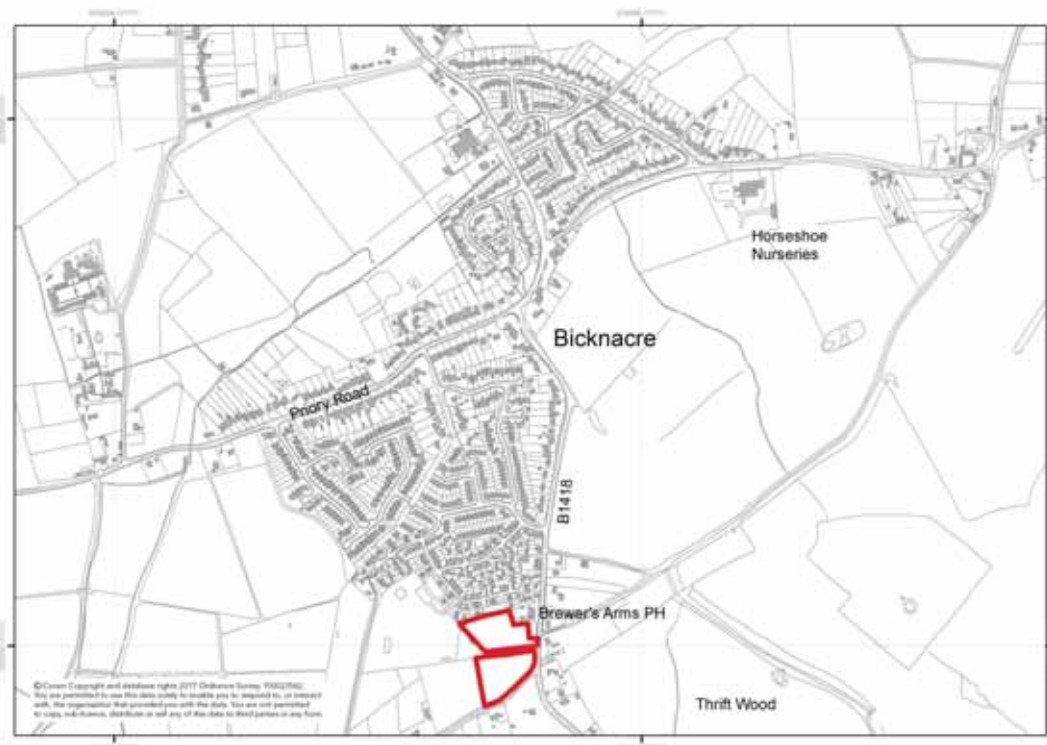
Land south of Bicknacre, as shown on the Proposals Map, is allocated for a residential development to extend the existing Key Service Settlement in a southerly direction.

The development will be expected to:

- Provide around 30 new homes
- Affordable housing in accordance with the Council's requirements
- Provide appropriate improvements, as necessary, to the local road network as required by Essex County Council
- Respect the setting of the listed buildings
- Maintain and strengthen landscaped boundaries to the south and west
- Provide a landscaped edge to fields beyond
- Explore options for self build houses
- Provide appropriate flood mitigation measures and SuDS.

The Council will consider the development of the site in the context of an approved Masterplan carried out in partnership with the local community.

Figure 33 : Bicknacre





Reasoned Justification

7.191 The site lies to the south of the settlement boundary. The site is split over two field parcels. These field parcels should be integrated to make best use of development opportunities. It is envisaged that 30 homes could be delivered between 2016/17 and 2020/21.

7.192 The Main Road frontage includes dispersed houses and cottages where the spacing and set back position of buildings, together with mature trees and woodlands, field boundaries and tracks, gives a rural character. Development options should respect this rural character, which also forms part of the setting of the Grade II listed Star House. The site could provide an attractive option for self-build plots especially where the design seeks to respect local distinctiveness in property design.

7.193 The masterplan will ensure that a comprehensive approach is taken to the planning and delivery of the site and associated infrastructure. This will be produced by the applicants in partnership with the Council and other relevant stakeholders including Woodham Ferrers and Bicknacre Parish Council and relevant statutory consultees.

Alternatives Considered

Pursue alternative site -

Reasonable alternatives to this preferred site are assessed in the Preferred Options SA/SEA and against relevant evidenced based assessments. These are not considered more appropriate.

GROWTH SITE 10 – DANBURY

An allocation of 100 new homes to be accommodated within or adjoining the Key Service Settlement of Danbury. The site(s) to accommodate this allocation will be identified and consulted upon through the emerging Danbury Neighbourhood Plan.

Reasoned Justification

7.194 Danbury is a Key Service Settlement located outside of the Green Belt with a good range of local services and facilities. However, future development in Danbury is restricted by significant landscape, ecology and highway constraints. There is some limited capacity in the primary schools that serve Danbury.

7.195 There are significant tracts of protected woodland and commons in and around the Danbury Ridge which represent important valued landscapes. The A414 is a busy road connecting Chelmsford with Maldon which dissects the village. There is significant growth planned for Maldon which will add additional traffic to the A414 and the Council has engaged with Maldon District Council on this issue through the 'Duty to Cooperate'. Pre-signals have been installed at the A414/Little Baddow



Road/Mayes Lane (Eves Corner) junction to assist in the peak time operation of this junction through South East Local Enterprise Partnership (SELEP)/Essex County Council funding.

7.196 Taking the above constraints and opportunities into account, the Spatial Strategy makes provision for an allocation of 100 homes. This represents approximately a 5% increase of homes in Danbury. To ensure sites are sustainable and are in close proximity to local services and facilities, they should be located either within or adjacent to the defined settlement boundaries as defined on the Proposals Map.

Alternatives Considered

Pursue alternative site -

Reasonable alternatives to this preferred site are assessed in the Preferred Options SA/SEA and against relevant evidenced based assessments. These are not considered more appropriate.



Existing Commitments

7.197 These are deliverable sites previously allocated or secured through the Council's adopted Local Development Framework which have not yet been granted planning permission.

EXISTING COMMITMENT EC4 – ST GILES, MOOR HALL LANE, BICKNACRE

Development is expected to:

- Provide around 32 new units for specialist residential accommodation (SRA)
- Provide appropriate flood mitigation measures and SuDS.

Figure 34 : St Giles, Moor Hall Lane





Reasoned Justification

7.198 St Giles Estate is close to the village boundary of Bicknacre. It is within walking distance of shops and facilities in Bicknacre village. The site includes an established residential home, which provides accommodation for adults with learning difficulties and mental health problems.

7.199 Development would need to consider the need for additional primary health care provision informed by robust evidence on existing provision and consultation with NHS Mid-Essex Clinical Commissioning Group. Further development of specialist residential housing should complement the existing provision available at this location.

Alternatives Considered

Do not re-allocate the committed site allocation in the Local Plan and rely solely on new sites –

The committed site allocation represents a sustainable and sound development allocation which has been subject to previous Independent Examination. There are no overriding constraints that would hinder the delivery of the site and it would contribute to specialist housing supply in the early part of the Plan period. Not considered a reasonable alternative.



Special Policy Areas

7.200 The six designated Special Policy Areas (SPA) lie within the Green Belt or Rural Area, where ordinarily policy would constrain new development. The Special Policy Area designation enables the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. The SPA sites are shown on the Proposals Map.

7.201 The key objectives are to:

- Enable Special Policy Areas to be planned in a strategic and phased manner
- Ensure future development reflects the operational and functional requirements of the Special Policy Areas
- Ensure future development minimises the impact of development on their surroundings, sites important for nature conservation, wildlife and heritage assets
- Strengthen access to the sites by sustainable modes of transport and minimise traffic pressures on local roads
- Achieve high quality design.

POLICY SPA1 – BROOMFIELD HOSPITAL SPECIAL POLICY AREA

The Council will support proposals which support the role, function and operation of Broomfield Hospital. This includes the provision of a loop road to allow bus, service and emergency vehicles easy access into the full body of the estate; optimising access by public transport; strengthening the network of pedestrian routes and spaces to aid safety, comfort and convenience; concentrating buildings of scale and mass within the central core of the estate; limiting the scale and mass of buildings at the edge of the estate; ensuring a phased and coherent strategy for removal of temporary buildings and their replacement with permanent structures; protecting and enhancing woodland, parkland, trees and hedgerows; creating high quality public spaces. New development proposals to the north of the Hospital will allow the provision of a new access road to Main Road (B1008).

Reasoned Justification

7.202 Broomfield Hospital is an important regional medical facility located to the north of Broomfield and urban Chelmsford. It comprises clinical and ancillary buildings, car parking, hospital-related housing, woodland and open space.



7.203 The Special Policy Area shown on the Proposals Map has been defined to enable the operational and functional requirements of Broomfield Hospital to be planned in a strategic and phased manner as it is outside the Defined Settlement of Broomfield where ordinarily policy would constrain new development.

POLICY SPA2 – CHELMSFORD CITY RACECOURSE SPECIAL POLICY AREA

The Council will support proposals which provide ancillary functions to support the operation of the Racecourse, subject to good design quality; promote more sustainable means of transport to the site and reduce use of the private car; protect and enhance existing trees and hedgerows; minimise the impact of floodlighting; ensure the full restoration of the existing minerals site. New development proposals adjacent to the racecourse will allow for further ancillary uses.

Reasoned Justification

7.204 Chelmsford City Racecourse is located at the former Essex County Showground. It has been revived as a major new racecourse and equestrian centre with supporting entertainment facilities.

7.205 Development opportunities will need to be balanced with the environmental impacts of this large site, especially regarding transport and the impact on the countryside. Further development related to the racecourse and equestrian centre may be appropriate, where sensitively designed. The Council will not support residential development within the Special Policy Area which is unrelated to the primary use as a racecourse and equestrian centre.

7.206 The Special Policy Area boundary shown on the Proposals Map includes the areas covered by the existing built development and areas with approved planning permission for future development.

POLICY SPA3 – HANNINGFIELD RESERVOIR SPECIAL POLICY AREA

The Council will support proposals which support the role, function and operation of the Hanningfield Reservoir Treatment Works. This includes proposals for sustainable means of transport to the site and reducing individual trips by car; providing high-quality buildings; focusing built form around existing buildings; protecting and enhancing trees and hedgerows; and promoting the nature conservation interests and recreational uses of the reservoir.

Reasoned Justification

7.207 Hanningfield Reservoir Treatment Works is an important site for water treatment and related activities serving Chelmsford and other parts of Essex. Its Green Belt location requires careful consideration when deciding on the type and extent of any new development.



7.208 The Special Policy Area boundary shown on the Proposals Map includes the main campus of existing treatment buildings, stores building and staff offices. Any further extension of the Special Policy Area especially to the west would result in visually intrusive development and a resultant negative impact upon landscape character in the area including the Site of Special Scientific Interest (SSSI). These areas are essentially open in character and existing road access is poor.

STRATEGIC POLICY SPA4 – RHS HYDE HALL GARDENS SPECIAL POLICY AREA

The Council will support proposals which minimise conflict between pedestrian routes and vehicle movement around the site and enable full disabled access throughout; provide sensitively designed accommodation for education and employment needs; improve the range of visitor facilities and services; promote the continued use of existing buildings; protect and enhance trees and hedgerows and other existing site features of value.

Reasoned Justification

7.209 The Royal Horticultural Society (RHS) gardens at Hyde Hall are located to the south east of Chelmsford in close proximity to the villages of East Hanningfield and Rettendon Common. It is a site which occupies 136 hectares of land, dominated by attractive hills, fields, pastures and woodland. The visitor site itself lies in a site of 10 hectares which contains controlled gardens and visitor facilities.

7.210 This Special Policy Area boundary is shown on the Proposals Map. The SPA for Hyde Hall recognises its potential to develop as a destination garden of both national and regional significance. It will provide a clear basis for the determination of future planning applications, which may result in diversification of site usage, some intensification and increased visitor numbers.

7.211 The inclusion of the site as an SPA does not mean that all development proposals within Hyde Hall would be acceptable. The SPA is tightly drawn around existing buildings and the main developed part of the site. Areas outside of the designation can be appropriate for horticulture or garden related uses of land, but new operational buildings should be confined to the SPA. Any new access arrangements need to be considered carefully, having regard to the character of the area and highway safety.



STRATEGIC POLICY SPA5 - SANDFORD MILL SPECIAL POLICY AREA

The Council will support proposals which, improve the access into and within the Special Policy Area; promote more sustainable means of transport to the site provide suitable facilities for visitors; and increase access to the waterways. New development proposals to the south of Sandford Mill will allow the provision of a new vehicular access to Maldon Road (A414).

Any proposals should protect and enhance nature and conservation interests, including the Green Wedge. Linkages to the Green Wedge should be promoted.

Reasoned Justification

7.212 Sandford Mill lies within the Rural Area to the east of Chelmsford which is designated as a Green Wedge and Conservation Area. 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. It is recognised as an opportunity for an appropriate mixed use development linked to the Chelmer and Blackwater Navigation. Re-use and restoration of existing buildings should be the focus for any redevelopment.

7.213 The existing museum offers the opportunity to promote a mixed use development which could sustain its future use. Proposals should firstly look towards re-use and restoration of existing buildings, to be accompanied by improvements to access into and within the site.

7.214 The boundaries of the SPA shown on the Proposals Map are drawn to allow for future development of Sandford Mill whilst seeking to protect the local landscape and nature conservation interests from inappropriate development.

7.215 Its location within the floodplain, Conservation Area and Green Wedge will need careful consideration when deciding on the type and extent of any new development. Furthermore, development within the SPA will be expected to mitigate potential effects on the nature conservation downstream.

7.216 Vehicular access is achieved from Chelmsford via Brook End Road. There is an opportunity for this access to be improved. There is also an opportunity to promote more sustainable means of transport, such as use of the Navigation to link to the City Centre. Additional moorings may also be appropriate in order to increase access to the waterways.



STRATEGIC POLICY SPA6 – WRITTLE UNIVERSITY COLLEGE SPECIAL POLICY AREA

The Council will support proposals which support the role, function and operation of Writtle University College. This include improving circulation through and links with existing College buildings; promoting more sustainable means of transport to the site and reduce individual trips by car; improving the facilities of the University College; ensuring temporary buildings are replaced with permanent structures; protecting and enhancing trees and hedgerows; protecting and enhancing the setting of Listed Buildings and King John's Hunting Lodge; promoting linkages to the surrounding countryside and Green Wedge; protecting and enhancing nature conservation interests.

Reasoned Justification

7.217 Writtle University 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 Chelmsford. The University College's Green Belt location between Chelmsford and Writtle is a constraining issue, requiring careful consideration when deciding on the type and extent of any new development in the future. New development proposals to the north of the University College at Warren Farm will provide improved cycling and walking connectivity.

7.218 The SPA is divided into three sections. The Eastern SPA boundary at Lordship Road encompasses the main operational and functional requirements of the site including the further and higher education campuses, administration blocks, halls of residence, children's nursery, sports hall site and the proposed new campus redevelopment. This will protect the potential coalescence of the University College with Writtle Village.

7.219 The western sections of the SPA are the location for the Rural Education and Training Centre and Centre for Livestock Studies at Sturgeons Farm, Cow Watering Lane.

Alternatives Considered

All Special Policy Areas lie within the Green Belt or the Rural Area, where ordinarily policy would constrain new development. The Special Policy Area designation enables the operational and functional requirements of these facilities or institutions to be planned in a strategic and phased manner. There is no reasonable alternative.



8- Protecting and Securing Important Assets

8.1 This section provides other relevant policies of the Local Plan that will shape Chelmsford's development opportunities whilst protecting its important physical attributes.

Securing the right type of Homes

POLICY HO1 – SIZE AND TYPE OF HOUSING

A) Within all developments of 10 or more dwellings the Council will require:

- i. the provision of an appropriate mix of dwelling types and sizes that contribute to current and future housing needs and create mixed communities; and
- ii. each dwelling to be constructed to meet requirement M4(2) of the Building Regulations 2015 (accessible or adaptable dwellings), or subsequent government standard.

B) Within all developments of 30 or more dwellings the Council will also require:

- i. a minimum of 5% of new affordable dwellings should be built to meet requirement M4(3) of the Building Regulations 2015 (wheelchair user dwellings), or subsequent government standard.

C) Within all developments of more than 100 dwellings the Council will also require:

- i. a minimum of 5% self-build homes; and
- ii. appropriate provision of Specialist Residential Accommodation taking account of local housing needs.

The inclusion of self-build homes on smaller sites will also be encouraged.

Reasoned Justification

8.2 The NPPF requires Local Planning Authorities to plan for a mix of housing to meet the different needs of the community including families with children, older people and people with disabilities. In order to ensure that market housing provision meets the needs of all sectors, it is important that a range of house types and sizes are provided as part of new residential developments. The size, type and tenure of affordable housing is covered by other Local Plan policies.



8.3 The Council's latest Strategic Housing Market Assessment (SHMA) indicates that the greatest need for market homes is two and three bedroom units. This is due to the projected increase in single occupancy households, smaller family units and older people. The threshold of 10 dwellings is the Government definition of major residential development. Table 12 below will be used to inform negotiations between the Council and developers to determine the appropriate mix of housing.

Table 12 : Indicative size guide for market homes

Size of new owner-occupied and private rented accommodation required in Chelmsford up to 2037				
Dwelling Size	Current size profile	Size profile 2017	Change required	Indicative mix
One Bedroom	4,643	5,451	807	6.3%
Two Bedroom	13,080	16,660	3,580	28.0%
Three Bedroom	25,125	31,053	5,928	46.3%
Four or more bedrooms	19,913	22,396	2,484	19.4%
Total	62,761	75,560	12,799	100%

Source: SHMA 2015

8.4 The final mix of housing/types will be subject to negotiation with the applicant. Applicants will be expected to provide robust evidence relating to the identified level of housing need, financial viability or deliverability to support their proposals.

8.5 In order to support the ageing population and the specific needs of disabled people within Chelmsford, the Council expects 5% of affordable homes on larger development sites to be wheelchair accessible by meeting requirement M4(3) of the Building Regulations 2015. All dwellings on major residential schemes should achieve requirement M4(2) of the Building Regulations 2015 in order to create sustainable developments for the future.



8.6 The development of self-build/custom build properties by individuals or community groups (including Community Land Trusts) can also contribute to meeting the need for additional housing, and provide a more diverse housing stock. Based on Chelmsford's current self-build register of around 30 applications projected to 2036, 5% of new homes on larger housing schemes should include an element of self-build plots, to provide for this demand. For the application of this policy the term self-build includes custom-build dwellings. Self-build and custom housebuilding means the building or completion by (a) individuals, (b) associations of individuals, or (c) persons working with or for individuals or associations of individuals of houses to be occupied as homes by those individuals. But it does not include the building of a house on a plot acquired from a person who builds the house wholly or mainly to plans or specifications decided or offered by that person.

8.7 Where this policy would result in the requirement relating to part of a dwelling the calculation will be rounded upwards to ensure that at least the minimum requirement is met. A condition will be attached to planning permission to require self-build developments to be completed within 3 years of purchase of plot. If plots are made available and not sold after 12 months, a plot may either remain on the open market as self-build/custom build plot or be offered to the Council and/or Registered Provider before being built-out by the developer. Design codes may be required for development proposals containing self-build homes.

8.8 There are certain groups of people within the community that need specialist residential accommodation that caters for their specific needs. Specialist residential accommodation includes supported living schemes for example for the frail elderly, student accommodation, homes for those with disabilities and support needs, residential institutions and also non-nomadic Gypsy and Travellers who, for cultural reasons, choose to live in caravans. The Council will refer to the latest assessments of need and will work with Essex County Council to identify the need for, and to secure provision of, suitable sites for specialist residential accommodation. Such assessment will include the Housing Needs Assessment (HNA) and Strategic Housing Market Assessment (SHMA).

Alternatives Considered

To set a minimum or maximum density standard for all development-

This would set clear guidelines and utilise land efficiently, but would not reflect the specific character of a site or be able to respond to local circumstances. Therefore, this is not a reasonable alternative.



POLICY HO2 – AFFORDABLE HOUSING AND RURAL EXCEPTION SITES

A) Affordable Housing

The Council will require the provision of 35% of the total number of residential units to be provided and maintained as affordable housing within all new residential development sites which:

- have a capacity of 15 or more dwellings; or
- comprise an area of 0.5ha or larger.

In considering the suitability of affordable housing, the Council will require that:

- i. the mix, size, type and tenure of affordable homes will meet the identified housing need of the Council's area as established by housing need assessments (as updated from time to time) reported in the current Strategic Housing Market Assessment and be appropriately weighted to ensure that the provision makes at least a proportionate contribution to the categories of greatest housing need; and
- ii. the affordable housing is integrated into residential layouts so as to avoid the over-concentration of affordable housing in any particular location within the development site and in order to achieve seamless design; and
- iii. developers and owners enter into planning obligations in order to provide the affordable housing and to ensure its availability for initial and successive occupiers, or for any subsidy to be recycled for alternative affordable housing.

Proposals that would sub-divide or under-develop sites in order to avoid making the affordable housing contribution will be refused.

B) Rural Exception Sites

Planning permission will be granted for affordable housing on small sites within designated rural areas, which would not otherwise be released for housing, in order to meet local rural housing need where:

- i. the Council is satisfied that there is clear evidence, supplied by the applicant, of local need for the number and type of housing proposed; and
- ii. the site is adjacent to a Defined Settlement Boundary and it is accessible to local services and facilities; and
- iii. the appropriate legal agreements are entered into for the affordable housing with the Council, to ensure that all dwellings will remain available for affordable housing, and exclusively for local need, in perpetuity, and that the necessary management of the scheme can be permanently secured.



Where it can be demonstrated to the Council that market housing is essential to cross-subsidise the delivery of rural exception sites:

- iv. **the proportion of market housing must not exceed 50%; and**
- v. **the market and affordable housing must not be distinguishable in design quality.**

Reasoned Justification

8.9 The Council's most recent viability testing that supported the approval of the Community Infrastructure Levy (CIL) Charging Schedule, demonstrated that a requirement of 35% affordable housing was viable for most types of proposals and sites. Before finalising the affordable housing requirement within the Local Plan, the Council will update the viability testing, including the site/size thresholds, when combined with other policy requirements of the Local Plan.

8.10 As part of the on-going review of this policy, the Council will assess the development threshold where affordable housing will be sought. The use of financial contributions in lieu of provision will be assessed for smaller developments. These contributions would be secured through appropriate legal agreements.

A) Affordable Housing

8.11 The provision of affordable housing to meet identified need will continue to be an important objective of the Local Plan. In order to assess this need, the Council, together with its HMA partners, have commissioned consultants HDH Planning and Development to produce a Strategic Housing Market Assessment (SHMA) update, which was published in December 2015. This replaced the previous SHMA and used the National Planning Practice Guidance to calculate the level of affordable housing need. This assessment identified a total annual affordable housing need in Chelmsford of 175 dwellings per-annum.

8.12 There is a requirement to provide 21.3% of the total number of dwellings as either social or affordable rented accommodation, with the remaining balance of the affordable housing being provided as Intermediate Housing. This reflects the projected requirement identified in the latest SHMA.

8.13 Only where it is demonstrated to the satisfaction of the Council that the scale of the affordable housing obligation and other policy burdens would result in a proposed development not being financially viable will the Council consider a lower contribution or a contribution that does not make an appropriate contribution to the identified categories of greatest housing need. The Council will expect that the developer will complete a viability assessment where they claim that the affordable requirement cannot be delivered and makes the scheme unviable. This will be assessed by the Council's approved viability assessor.



8.14 Affordable housing is an integral element of any market-led residential or mixed use development and is expected to be provided in-kind and on-site. In exceptional circumstances only, the Council may consider off-site provision or a financial contribution, if robustly justified. Any off-site provision, or commuted payment, of affordable housing will be 'geared' to reflect the benefit that the developer gains through using 100% of the site for market housing.

B) Rural Exception Sites

8.15 For the application of this policy, designated rural areas are those to be found under The Housing (Right to Acquire or Enfranchise) (Designated Rural Areas in the East) Order 1997. However, not all of these areas include Defined Settlements. Therefore they would not qualify to be appropriate for an Exception Site under the terms of this policy.

8.16 In certain circumstances small, predominantly-affordable housing developments to meet local need will be permitted outside but adjacent to Defined Settlement boundaries where ordinarily there is a policy constraining new housing development. To enable this exception, it needs to be demonstrated that there is a proven need for the number and type of dwellings proposed, which cannot be met in any other way, and the Council is satisfied that the affordable housing will remain affordable and exclusively available for local needs in perpetuity.

8.17 The Council expects all rural affordable housing proposals submitted under this policy to be accompanied by a local housing need survey conducted at a Parish-wide level. This will provide information on the number of households that are currently and likely to be in housing need in the next five years, their incomes and the type of accommodation required to meet their housing need. When a proportion of market housing is also proposed, the local housing needs survey must identify the type of market housing that is required. If a survey of local housing need supporting an application has been conducted more than four years prior to a planning application being submitted, the Council will require the housing need and affordability data to be updated.

8.18 Any proposal that includes market housing must include a robust, independently-prepared and audited viability assessment of the proposed development, prepared on an open book basis. This is needed for the Council to assess whether the market element of the proposal is justified. The extent of the funding gap to be bridged in order for the proposal to be viable, including the income from cross-subsidy generated through open-market sales that will assist in creating the additional scheme revenue that can fund the affordable housing on the site without requiring additional public subsidy, should be clearly set out.

8.19 The 35% requirement will only be reduced where it can be robustly justified that the scale of the obligation, and other policy burdens, would result in a proposed development not being financially viable.

8.20 Residential schemes should be designed to maximise tenure integration to achieve mixed, inclusive and sustainable communities. The Council expects the same level and type of parking provision to apply to market and affordable housing.



Alternatives Considered

Consider alternative threshold sizes –

The latest available evidence suggests the percentages and thresholds contained within this policy are supported through viability testing. To amend these could result in sites being unviable for development. Therefore, this is not a reasonable alternative.

POLICY HO3 – GYPSY, TRAVELLER AND TRAVELLING SHOWPEOPLE SITES

The Council will make provision for the accommodation needs of Gypsy, Traveller or Travelling Showpeople, who meet the national Planning Policy for Traveller Sites (PPTS) definition, through allocated sites within the Local Plan.

In determining all planning applications, only those who meet the PPTS definition of a Gypsy, Traveller or Travelling Showperson will have weight attributed to the need for a site.

A) New sites

When considering planning applications for Gypsy, Traveller and Travelling Showpeople accommodation, planning permission will be granted where all of the following criteria are met:

- i. adequate community services and facilities are within reasonable travelling distance; and
- ii. the capacity of the site does not exceed 10 pitches or plots; and
- iii. the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary areas; and
- iv. there is no significant adverse impact on the intrinsic character and beauty of the countryside; and
- v. the site would not lead to the loss of, or adverse impact on, important historic and natural environment assets; and
- vi. there is no significant risk of land contamination or unacceptable risk of flooding; and
- vii. the site provides a suitable level of residential amenity for the proposed residents and there is no significant adverse impact on the amenity of nearby residents; and
- viii. safe and convenient vehicular access to the local highway network can be provided; and



- ix. essential services (water, electricity and foul drainage) are available on-site or can be made available on-site; and
- x. plots for Travelling Showpeople should also be of a sufficient size to enable the storage, repair and maintenance of equipment.

B) Sub-division of pitches or plots

The sub-division of authorised Gypsy, Traveller and Travelling Showpeople sites will also be permitted provided that the following criteria are met:

- i. the site is not within the Green Belt; and
- ii. the residential amenity of residents on the proposed site and neighbouring land is protected; and
- iii. sites are of a suitable size to enable the creation of additional pitches or plots; and
- iv. the sub-division of Gypsy and Traveller sites do not result in a total of more than 10 pitches on a site; and
- v. there is no significant loss of soft and hard landscaping and amenity provision within the existing site, particularly where conditioned by a previous consent; and
- vi. there is no significant adverse impact on the intrinsic character and beauty of the countryside and;
- vii. there is no adverse impact in terms of highways access and vehicle movement.

C) Change of use

Planning permission will be refused for the change of use of all Gypsy and Traveller sites or Travelling Showpeople yards identified in the Gypsy and Traveller Accommodation Assessment unless acceptable replacement accommodation can be provided, or it can be demonstrated that the site is no longer required to meet any identified needs.

Reasoned Justification

8.21 Ensuring that the right type of residential accommodation is planned for in the right locations for all the community is an important element of the Local Plan.

8.22 This policy applies to both built-up areas and the countryside. Planning permission will not be granted for a site that would be detrimental to the character and appearance of the countryside and where it would adversely affect the amenities of existing residents or result in unacceptable future living conditions for occupiers of the proposal. New Gypsy and Traveller sites are not considered appropriate within the Green Belt or Green Wedges and would be judged against the appropriate policies within the Local Plan.



8.23 The sub-division of existing sites to provide more pitches or plots could be a suitable way to increase provision within existing lawful sites, but it should be tested against relevant criteria to ascertain its suitability.

8.24 When permission is granted, appropriate conditions or planning obligations will be imposed to ensure occupation of the site is restricted to those persons falling within the appropriate definition of Gypsies and Travellers and may also include conditions relating to landscaping and boundary treatments.

8.25 Where an unmet need for Gypsy and Traveller accommodation is identified and evidenced and allocated sites have not yet been developed or available for occupation, the Council may grant temporary planning permission as an interim measure.

Alternatives Considered

Allocate further specific pitches and plots for Gypsies, Travellers and Travelling show people -

The amount of pitches and plots set out in the strategic allocations reflects the numbers of pitches and plots required in the GTAA evidence. To allocate more specific sites would be over provision of need for the area and is not supported by the available evidence. Therefore, this is not a reasonable alternative.

Securing Economic Growth

POLICY EM1 – EMPLOYMENT AREAS

Within the Employment Areas as shown on the Proposals Map, the Council will seek to retain Class B uses or other ‘sui generis’ uses of a similar employment nature. Planning permission will be granted for the redevelopment or change of use for non-Class B uses where:

- i. the use does not fall within Class A Use Classes; and**
- ii. the use provides employment at the application site; and**
- iii. the use will not adversely impact upon the operation and function of the Employment Area.**



Reasoned Justification

8.26 The Employment Areas identified on the Proposals Map make an important contribution to the Chelmsford economy and their future function creating thriving business locations is a key element of the Council's local planning and economic strategies.

8.27 Traditionally Employment Areas have focused on providing a range of premises that meet the needs of the B1, B2 and B8 Use Classes and this will continue to be the focus in the defined Employment Areas. Therefore, in the Employment Areas the City Council will seek to retain Class B uses as defined by the Use Classes Order 1987 or other 'sui generis' uses of a similar employment nature.

8.28 To enable flexibility it is recognised that non B1, B2 and B8 uses can be appropriate in Employment Areas and can provide employment, adding to the character, mix and vitality of the area. Some uses, may not be acceptable where they can either individually, or collectively, harm other policy objectives of this Local Plan, for example protecting the City Centre as the primary retail centre. A proliferation of A1 uses on the Employment Areas could be harmful to this objective and will be resisted.

8.29 Where the Council receives an application for redevelopment or change of use, these should be subject to scrutiny to ensure that the proposal would serve as an employment provider and not be detrimental to the wider area, neighbours or wider Strategic Priorities and Principles set out in the Local Plan.

8.30 The impacts generated by new uses will need to be assessed in particular to their impact on neighbouring occupiers within the Employment Area. Any use should not give rise to unacceptable traffic generation, vehicle parking, noise or smells. Such impacts can adversely affect the day-to-day operation of the Employment Area.

8.31 The function of the Employment Areas in Chelmsford varies from location to location, and the Local Plan recognises that businesses need sufficient flexibility to enable them to function in today's economic environment. However, the forced relocation of business uses or loss of business space can undermine the function of Employment Areas in providing land suitable and affordable for such business uses.



Alternatives Considered

No allocation or restriction of designated employment areas for retention and let the market respond –

The retention of sufficient and viable employment land is vital to the continued economic development of Chelmsford. The policy is suitably flexible to avoid the blanket protection of sites and respond to market signals should they arise. This option therefore, is not a reasonable alternative.

POLICY EM2 – PRIMARY AND SECONDARY FRONTAGES IN CHELMSFORD CITY CENTRE & SOUTH WOODHAM FERRERS, NEIGHBOURHOOD CENTRES AND UPPER FLOORS

Primary Frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre

A) The change of use of ground floor units to non-Class A1 uses of the Use Classes Order 1987 (as amended) will be resisted. Other uses will only be permitted if the balance of retail vitality and viability is not likely to be harmed, and if all of the following criteria are met:

- i. the proposed number and distribution of non-Class A1 uses do not create an over-concentration of uses detracting from the established retail character in the locality; and
- ii. the proposed use will provide a service directly compatible with the function of the Primary Shopping Area; and
- iii. the shopping frontage will retain sufficient daytime and evening pedestrian activity to avoid creating an area of inactivity; and
- iv. the proposal will retain or provide a shop front with an active display function and entrances which relate well to the design of the host building and to the streetscene; and
- v. the sub-division of any unit would not create small token units.

Secondary Frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre

B) Within Secondary Frontages in the Primary Shopping Area, the change of use of ground floor units will be permitted to Class A or D2 or 'sui generis' uses of a retail nature, subject to the following criteria:



- i. the proposed number and distribution of non-Class A1 uses do not create an over-concentration of uses which are harmful to the function of the Secondary Frontage; and
- ii. the proposed use will provide a service directly compatible with the function of the Primary Shopping Area; and
- iii. the shopping frontage will retain sufficient daytime and evening pedestrian activity to avoid creating an area of inactivity; and
- iv. the proposal will retain or provide a shop front with an active display function and entrances which relate well to the design of the host building and to the streetscene; and
- v. the sub-division of any unit would not create small token units.

C) Within Secondary Frontages outside of the Primary Shopping Area, the change of use of ground floor units will be permitted to Class A, B1(a) or D2 or 'sui generis' uses of a retail or leisure nature, where all of the following criteria are met:

- i. the proposed use will provide a service complementary to the function of the Primary Shopping Area and;
- ii. the shopping frontage will retain sufficient daytime and evening pedestrian activity to avoid creating an area of inactivity; and
- iii. the proposal will retain or provide a shop front with a display function and entrances which relate well to the design of the host building and to the streetscene; and
- iv. the sub-division of any unit would not create small token units.

Neighbourhood Centres

D) Within the Principal and Local Neighbourhood Centres Frontages as defined on the Proposals Map the change of use of existing ground floor units from Class A1 of the Use Classes Order 1987 (as amended) will only be permitted where the proposal would reinforce the function of the Neighbourhood Centre in serving the day-to-day needs of the locality.

Upper floors within Primary and Secondary Frontages in City Centre & South Woodham Ferrers and Neighbourhood Centres

E) On upper floors, proposals for retail, office, tourism, leisure, cultural, community or residential accommodation will be supported provided that a separate access from ground floor is maintained or created, and the use does not prejudice the retail function and viability of the ground floor.



Reasoned Justification

8.32 The Proposals Map defines the extent of the City and Town Centres. Within the City and Town Centres, the Primary Shopping Area is also defined to recognise the importance of retail uses in these areas. Primary Frontages are all contained within the Primary Shopping Area, whereas Secondary Frontages fall both within and outside of the Primary Shopping Area.

8.33 Within the two Primary Shopping Areas of Chelmsford City Centre and South Woodham Ferrers Town Centre, the Primary Frontages contain the main shopping uses. This policy seeks to prevent the erosion of retail use which is important for community needs and local economic vitality.

8.34 Secondary Frontages will contain a greater diversity of other business uses that offer services to users complementary to the function of the Primary Shopping Area. Due to this diversity some Secondary Frontages may fall outside of the Primary Shopping Area, and where this occurs the level of acceptable diversity in use will be greater. The Secondary Frontages have been defined to ensure they remain active as they provide and support linkages within the pedestrian/retail network of Chelmsford City Centre and South Woodham Ferrers Town Centre.

8.35 In considering change of use applications, the Council will make a judgement about the level and concentration of non-Class A1 uses by assessing the function, location and quality of a frontage. For the purpose of this policy, a judgement will be made as to the relevant frontage in which the application site is located. A frontage length can be defined by physical breaks or articulation in the street, but also by key pedestrian nodal points which serve as points of decision-making for shoppers within the Primary Shopping Area network.

8.36 Small token units are those which may not offer sufficient retail floor space, staff facilities or storage area for stock and which will only suit a minority of occupiers. These may be a by-product of sub-dividing a larger unit or could be proposed in their own right. These units gradually undermine the retail character of the frontage and could lead to prolonged periods of vacancy due to their limited appeal to wider retail market.

8.37 The Neighbourhood Centre Frontages are defined on the Proposals Map. These are groups of ground floor units that currently have a range of uses that serve day-to-day local needs. Not all residents live within easy reach of the main centres and rely on the services and facilities that are provided in these centres. The Council will seek to retain the retail function of these frontages, whilst also accepting that other uses may provide a balanced offer to the community they serve and ensure the continued viability and vitality of the frontage as a whole. This may include evening uses which contribute to a positive mix of uses to serve the community.

8.38 The productive use of upper floors, including residential is encouraged in order to make best use of City and Town Centre sites. Proposals will be supported where they can be independently accessed from ground floor and they would not prejudice the uses below.



Alternatives Considered

Not to designate frontages and let the market respond –

The retention of sufficient shopping frontages and local shopping areas is important to the vitality of the areas and the continued economic development of Chelmsford. The NPPF requires frontages to be allocated. This option therefore, is not a reasonable alternative.

Protecting the Countryside

8.39 For the purposes of all relevant policies of the Local Plan, the term Countryside includes Green Belt, Green Wedges, Green Corridors and the Rural Area. All of these designations are defined on the Proposals Map. Green Wedges and Green Corridors overlie both the Green Belt and Rural Area.

POLICY CO1 – GREEN BELT, GREEN WEDGES, GREEN CORRIDORS AND RURAL AREAS

When determining planning applications, the Council will carefully balance the requirement for new development within the countryside to meet development identified needs in accordance with the Spatial Strategy, and to support thriving rural communities whilst upholding the following planning objectives of each of the following areas:

A) Green Belt

The openness and permanence of the Green Belt will be protected and opportunities for its beneficial use will be supported where consistent with the purposes of the Green Belt. Inappropriate development will be resisted.

B) Green Wedges

The crucial role of the main river valleys where they permeate into the existing or proposed urban areas will be protected and enhanced as valued and multi-faceted landscapes for their openness and function as important green networks for wildlife, leisure and recreation, and for increased public access and enjoyment. Development which materially harms the role, function, character and appearance of this valued landscape will be resisted.



C) Green Corridors

The distinctive and valued landscape character of the main river valleys where they extend into the countryside beyond the existing or proposed urban areas will be protected. Development which materially harms the character and appearance of this valued landscape will be resisted.

D) Rural Area

The intrinsic character and beauty of the Rural Area outside of the Green Belt, and not designated as Green Wedges or Green Corridors, will be assessed and development will only be supported where it would not adversely impact on its identified value.

Further detailed policies set out what development is appropriate in each area and provide the criteria by which development proposals will be assessed.

Reasoned Justification

8.40 The main Urban Areas of Chelmsford and South Woodham Ferrers are surrounded by attractive countryside containing settlements of varying sizes. It is important that the value of the countryside is recognised for its wide ranging roles and purposes.

8.41 Over one third of the Council's area falls within the Green Belt. Although much of the Green Belt forms attractive landscapes, it is not designated for its character or beauty. It is a national policy designation to ensure that the openness and permanence of the Green Belt is maintained to prevent urban sprawl. As such, the NPPF defines the purposes of the Green Belt and provides the limited circumstances where new development could be appropriate.

8.42 The NPPF also states that other valued landscapes should be protected and enhanced. The main river valleys in Chelmsford, in particular, form an attractive and important leisure and recreation resource containing wildlife habitats and represent the key component of Chelmsford's strategic green infrastructure network. They also contain floodplains that provide flood storage capacity. The river valleys are locally valued by residents and used as corridors of movement by people and wildlife. For the purposes of implementing this policy, the main river valleys are the River Chelmer/Chelmer and Blackwater Navigation and Can/Wid valleys.

8.43 Where the main river valleys permeate into the existing or proposed built-up areas of Chelmsford, this identified value is amplified and development pressure is at its greatest. The unchecked erosion of open land in these sections of the river valleys would be harmful to the character and function of these areas and therefore it should be afforded greater protection. As such, Green Wedges will be designated within the river valleys to reflect this multi-faceted green network. Where the river valleys extend into the open countryside, they perform a different role. They are still attractive and distinctive landscapes that tend to be more agricultural and rural in nature, but are



still characterised by a mix of landscape features and are crossed by public rights of way. As such these areas will be designated as Green Corridors.

8.44 The designation of Green Wedge or Green Corridor on the Proposals Map is in addition to the underlying notation of either Green Belt or Rural Area. As the Green Belt is a national planning policy designation, development proposals will need to accord with both Green Belt policies and relevant policies covering the Green Wedges and Green Corridors in the Local Plan. Where this is the case within the Rural Area, development proposals will need to accord with the relevant Green Wedges and Green Corridors Local Plan policies. Any development in these areas should not adversely affect the identified character and function of these distinctive and valued landscapes.

Alternatives Considered

No policy, rely on NPPF –

This would not capture the specific valued landscapes of the river valleys and locally valued landscapes which are unique and important to Chelmsford. Therefore, this is not a reasonable alternative.

POLICY CO2 – NEW BUILDINGS AND STRUCTURES IN THE GREEN BELT

A) New buildings

Planning permission will be granted for the following exceptions to inappropriate development:

- i. **buildings for agricultural and forestry;**
- ii. **provision of appropriate facilities for outdoor sport and outdoor recreation as long as it preserves the openness of the Green Belt;**
- iii. **local transport infrastructure which can demonstrate a requirement for a Green Belt location and would preserve the openness of the Green Belt and not conflict with its purposes;**
- iv. **new buildings for education and community uses which can demonstrate a requirement for a Green Belt location;**
- v. **infilling in accordance with Policy CO5;**
- vi. **limited affordable housing for local needs in accordance with Policy HO2;**
- vii. **extensions or alterations to buildings in accordance with Policy CO7;**
- viii. **redevelopment of previously developed land in accordance with Section B of this Policy;**
- ix. **replacement buildings in accordance with Section C of this Policy; or**
- x. **residential outbuildings in accordance with Section D of this Policy.**



B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)

Planning permission will be granted where the proposed development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing use and/or development. The Council will assess the development based on the following:

- i. the size, scale, massing and spread of the new development compared to the existing; and
- ii. the visual impact of the development compared to the existing; and
- iii. the activities/use of the new development compared to the existing.

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

- i. the existing building being replaced is of permanent and substantial construction; and
- ii. the new building is in the same use as the existing; and
- iii. the new building is not materially larger than the one it replaces; and
- iv. the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.

D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new building:

- i. is located within the curtilage of the dwelling; and
- ii. is proportionate in size and scale, and ancillary in appearance to the host dwelling; and
- iii. is in keeping with its context and surroundings, and does not result in any other harm.

Reasoned Justification

8.45 Over one third of the Council's area falls within the Green Belt, which has checked the unrestricted growth of London. In addition, the Green Belt has also prevented the expansion of urban Chelmsford towards the south west. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.



8.46 Inappropriate development is by definition harmful to the Green Belt and should not be approved except in very special circumstances. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. "Very special circumstances" will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

8.47 New buildings in the Green Belt will be strictly controlled. The NPPF outlines the types of development that are not inappropriate and this includes agricultural or forestry buildings. In the assessment of these types of buildings, the Council will ensure that they are proportionate in size and scale in relation to their intended use, and evidence may need to be provided in order to demonstrate the needs of the agricultural holding for the development proposed. Local transport infrastructure is defined as being infrastructure that must be situated (and demonstrated as such) in the location proposed, potentially electricity substations, a Park and Ride facility, emergency services or new roads and bridges.

8.48 Buildings for outdoor sport and outdoor recreation will include stables for the keeping of leisure horses. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site in the Green Belt.

8.49 The Council supports the provision of new buildings for community or educational uses that can demonstrate a requirement for a Green Belt location. This is likely to be due to the location of the community or facility in which it serves. These types of buildings will only be permitted where they are required to serve the immediate local community; it is not intended for "regional centre" type facilities to be located in the Green Belt.

8.50 Redevelopment of previously developed land will be permitted where the development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

8.51 Replacement buildings are not inappropriate development but the original building must be lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the borough of Chelmsford, and most of the Chelmsford Rural District.

8.52 Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.



Alternatives Considered

No policy, rely on NPPF –

The policy seeks to explain in greater detail how the impact of development will be considered and provides further clarity for development types such as residential outbuildings which are a frequent development proposal for which there is limited guidance within the NPPF. This option therefore, is not a reasonable alternative.

POLICY CO3 – NEW BUILDINGS AND STRUCTURES IN GREEN WEDGES AND GREEN CORRIDORS

A) New buildings

Planning permission will be granted for new buildings where the development does not conflict with the purposes of the Green Wedge or Green Corridor designation, and is for:

- i. a local community facility or essential infrastructure where there is a demonstrated need; or
- ii. a local community facility that supports the role and function of the Green Wedge or Green Corridor; or
- iii. agriculture and forestry or where it supports the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or
- iv. local transport and other essential infrastructure which can demonstrate a requirement for a Green Wedge or Green Corridor location; or
- v. appropriate facilities for outdoor sport and outdoor recreation; or
- vi. a rural worker's dwelling in accordance with Policy CO8; or
- vii. infilling in accordance with Policy CO5; or
- viii. limited affordable housing for local needs in accordance with Policy HO2; or
- ix. extensions or alterations to buildings in accordance with Policy CO7; or
- x. redevelopment of previously developed land in accordance with Section B of this Policy; or
- xi. replacement buildings in accordance with Section C of this Policy; or
- xii. residential outbuildings in accordance with Section D of this Policy.



B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary building/s)

Where the development is located within a Green Wedge, planning permission will only be granted where the role and function of the Green Wedge, in maintaining open land between built-up areas, protecting biodiversity and promoting recreation would not be materially harmed, and where there is no adverse impact to the character and appearance of the area.

Where the development is located within a Green Corridor, planning permission will be granted where it would not be more harmful to the characteristics and attractiveness of the landscape along these river valley corridors than the existing use and/or development.

In both a Green Wedge and Green Corridor, the Council will assess the development based on the following:

- i. the size, scale, massing and spread of the new development compared to the existing; and
- ii. the visual impact of the development compared to the existing; and
- iii. the impact of the activities/use of the new development compared to the existing.

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

- i. the existing building being replaced is of permanent and substantial construction; and
- ii. the new building is in the same use as the existing; and
- iii. the new building would not be out of keeping with its context and surroundings, and does not result in any other harm and;
- iv. where the development is located within a Green Wedge, the new building is not materially larger than the one it replaces.



D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new building:

- i. is located within the curtilage of the dwelling; and**
- ii. is proportionate in size and scale and ancillary in appearance to the host dwelling; and**
- iii. is in keeping with its context and surroundings, and does not result in any other harm.**

Reasoned Justification

8.53 The crucial role of the main river valleys will be protected and enhanced as valued and multi-faceted landscapes for their openness and their function as important green networks for wildlife, leisure and recreation. New buildings within the Green Wedges and Green Corridors will be restricted to ensure that the openness of the valued landscapes is not adversely affected.

8.54 Proposals for new buildings will be assessed to ensure that they are proportionate in size and scale in relation to their intended use; in some circumstances, such as proposals for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed. Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes e.g. electricity substation, Park and Ride facility or new roads and bridges.

8.55 Local transport and other essential infrastructure is defined as being infrastructure that must be situated (and demonstrated as such) in the location proposed, potentially electricity substations, a Park and Ride facility, emergency services or new roads and bridges.

8.56 Buildings for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site in the Green Wedge or Green Corridor.

8.57 The Council supports the provision of new buildings for community or educational uses that can demonstrate a requirement for a Green Wedge or Green Corridor location. This is likely to be due to the location of the community or facility in which it serves. These types of buildings will only be permitted where they are required to serve the immediate local community; it is not intended for "regional centre" type facilities to be located in the Green Wedge or Green Corridor.



8.58 Economic growth in Green Wedges and Green Corridors is encouraged but new buildings will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable rural business. The need for a Green Wedge or Corridor location would need to be justified. The Council must be satisfied that the new building is necessary for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses will not be permitted in the Green Wedge or Corridor. This is to avoid the proliferation of new buildings which are unconnected to existing sites and uses and may result in harm to the valued open landscapes and river valleys.

8.59 Redevelopment of previously developed land will be permitted where the development would not have a greater impact on the characteristics and attractiveness of the landscape and the purpose of including land within the Green Wedge or Corridor than the existing development.

8.60 Replacement buildings will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

Alternatives Considered

No policy and rely on other general new building policies –

This policy is required to ensure these local area designations are sufficiently protected. Additional criteria could be added to other policies to cover these areas, but for consistency with the approach taken towards policies being area based this approach is considered to be appropriate. Therefore, this is not a reasonable alternative.

POLICY CO4 – NEW BUILDINGS AND STRUCTURES IN THE RURAL AREA

A) New buildings

Planning permission will be granted for new buildings in the Rural Area where the development will not adversely impact on the identified intrinsic character and beauty of the countryside and where the development is for:

- i. **a local community facility or essential infrastructure where there is a demonstrated need; or**
- ii. **the sustainable growth and expansion of an existing, authorised and viable business where it can be demonstrated that there is a justified need; or**
- iii. **local transport and other essential infrastructure which can demonstrate a requirement for a rural area location; or**



- iv. appropriate facilities for outdoor sport and outdoor recreation; or
- v. a rural worker's dwelling in accordance with Policy CO8; or
- vi. housing which secures the optimal viable use of a heritage asset or enabling development to secure the future of a heritage asset; or
- vii. housing which includes the re-use of redundant or disused buildings which leads to an enhancement to the immediate setting; or
- viii. a dwelling which is of a design of exceptional quality or innovative nature; or
- ix. infilling in accordance with Policy CO5; or
- x. limited affordable housing for local needs in accordance with Policy HO2; or
- xi. extensions or alterations to buildings in accordance with Policy CO7; or
- xii. redevelopment of previously developed land in accordance with Section B of this Policy; or
- xiii. replacement buildings in accordance with Section C of this Policy; or
- xiv. residential outbuildings in accordance with Section D of this Policy.

B) Redevelopment of previously developed land (whether redundant or in continuing use and excluding temporary buildings)

Planning permission will be granted where the proposed development would not result in harm to the identified intrinsic character, appearance and beauty of the area. The Council will assess the development based on the following:

- i. the size, scale, massing and spread of the new development compared to the existing; and
- ii. the visual impact of the development compared to the existing; and
- iii. the impact of the activities/use of the new development compared to the existing.

C) Replacement buildings

Planning permission will be granted for the replacement of a building provided that:

- i. the existing building being replaced is of permanent and substantial construction; and
- ii. the new building is in the same use as the existing; and
- iii. the new building would not be out of keeping with its context and surroundings, and does not result in any other harm.



D) Residential outbuildings

Planning permission will be granted for outbuildings to be used for purposes incidental to the enjoyment of the dwelling where the new building:

- i. is located within the curtilage of the dwelling; and**
- ii. is proportionate in size and scale, and ancillary in appearance to the host dwelling; and**
- iii. is in keeping with its context and surroundings, and does not result in any other harm.**

Reasoned Justification

8.61 The majority of the Council's area falls outside the Urban Areas and Defined Settlements, and where it is not Green Belt it is defined on the Proposals Map as Rural Area.

8.62 The Council will ensure that the intrinsic character and beauty of the Rural Area is recognised, assessed and, where there is material harm arising from new development it is protected.

8.63 This policy provides some flexibility to allow rural communities and economies to thrive and prosper. This includes the sustainable growth and expansion of rural businesses and enterprises, including local shops and community facilities and services which support the rural community and serve their day-to-day needs.

8.64 Proposals for new buildings will be assessed to ensure that they are proportionate in size and scale in relation to their intended use; in some circumstances, such as proposals for new agricultural buildings, evidence may be required to demonstrate the requirement for a building of the size proposed. Essential infrastructure is defined as being infrastructure that must be situated in the location proposed for connection purposes e.g. electricity substation, Park and Ride facility or new roads and bridges.

8.65 Local transport and other essential infrastructure is defined as being infrastructure that must be situated (and demonstrated as such) in the location proposed, potentially electricity substations, a Park and Ride facility, emergency services or new roads and bridges.

8.66 Buildings for outdoor sport and outdoor recreation include stables for the keeping of leisure horses. The size and scale of these types of development will be judged on a site-by-site basis in relation to their intended use. The Council also recognises that there can sometimes be a need for outbuildings within residential properties because the size or location of the building falls outside of the remit of permitted development. These types of buildings may be used for purposes incidental to the enjoyment of the dwelling house; it is not intended for the policy to provide new planning units or non-domestic uses within a residential site.



8.67 The Council supports the provision of new buildings for community or educational uses that can demonstrate a requirement for a Rural Area location. This is likely to be due to the location of the community or facility in which it serves. These types of buildings will only be permitted where they are required to serve the immediate local community; it is not intended for “regional centre” type facilities to be located in the Rural Area.

8.68 Economic growth in the Rural Area is encouraged but new buildings will only be permitted in circumstances where the proposal supports the sustainable growth and expansion of an existing, authorised and viable business. The Council must be satisfied that the new building is necessary for the existing business and that it is likely to continue to grow and prosper. New buildings for start-up businesses should be closely associated with groups of existing buildings.

8.69 Redevelopment of previously developed land will be permitted where the development would not adversely impact upon the recognised character of the area. Context is the main consideration.

8.70 Replacement buildings will only be permitted where the original building is lawful. For the purposes of replacement dwellings, original means as built on 1 April 1974, or if built after this date, as originally built. Buildings must be of permanent and substantial construction. This is to avoid the replacement of shacks, caravans, railway carriages or other structures which, through the passage of time have blended into the landscape.

Alternatives Considered

No policy, rely on General Permitted Development Order and NPPF –

There are limited requirements in these for development in non Green Belt locations and a policy to cover these clarifies the local policy situation for the Rural Area, which covers a large part of Chelmsford. This option therefore, is not a reasonable alternative.



POLICY CO5 – INFILLING IN THE GREEN BELT, GREEN WEDGE, GREEN CORRIDOR AND RURAL AREA

A) Green Belt

Planning permission will be granted for infilling in the Green Belt provided that:

- i. the site is within a village;**
- ii. the site is a small gap in an otherwise built-up frontage; and**
- iii. the infilling is limited so as not to impact unacceptably on the function and objectives of the designation; and**
- iv. the development does not detract from the existing character or appearance of the area.**

B) Green Wedges, Green Corridors and Rural Area

Planning permission will be granted for infilling in the Green Wedge, Green Corridors and Rural Area provided that:

- i. the site is a small gap in an otherwise built-up frontage; and**
- ii. the development does not detract from the existing character of the area, and the function and objectives of the designation.**

Reasoned Justification

8.71 Infilling is defined as filling the small gaps within existing groups of dwellings or buildings. For the purposes of this policy, a gap is normally regarded as 'small' if it is capable of accommodating no more than one property or building. In some circumstances, the context and character of the development pattern of the immediate area will allow for more than one property, or building, within these gaps. Each site will be assessed on a case-by-case basis.

8.72 The Council will carefully assess the impact of any proposals for residential infilling to ensure that gaps in the development pattern which positively contribute to the existing setting of a hamlet or group of dwellings are not lost. Within the Green Belt, the proposal should be within a village in order to be consistent with the NPPF.

8.73 A judgement needs to be made as to whether a new building would be in character with its surroundings. Buildings that are substantial in size and scale in relation to the neighbouring units either side, and would detract from the existing character of the area, will not be supported.



Alternatives Considered

No policy, rely on NPPF and general design policies –

This may be acceptable for the Green Belt locations but there is limited guidance in the NPPF on infills in other localities and it is considered that the objectives of other designations such as the Green Wedges is an important consideration as it covers the local distinctiveness of an area. This option therefore, is not a reasonable alternative.

POLICY CO6 – CHANGE OF USE (LAND AND BUILDINGS) AND ENGINEERING OPERATIONS

A) Green Belt

Planning permission will be granted for the change of use of buildings in the Green Belt where:

- i. the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and
- ii. the building is in keeping with its surroundings, and any alterations or extensions are proportionate in size in relation to the existing building and do not harm its original character; and
- iii. the use of land within the curtilage of the building, and which is to be used in association with that building, would not result in harm to the openness of the Green Belt; and
- iv. the proposed use is for a dwelling or dwellings and the building was constructed more than ten years ago; and
- v. the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.

Engineering operations will be permitted within the Green Belt where they preserve openness and do not conflict with the purposes of including land in the Green Belt.

B) Green Wedges and Green Corridors

Planning permission will be granted for the change of use of buildings in the Green Wedges and Green Corridors where:

- i. the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and



- ii. the building is in keeping with its surroundings, and any alterations or extensions are proportionate in size in relation to the existing building and do not harm its original character; and
- iii. the use of any land within the curtilage of the building, and which is to be used in association with that building, would not conflict with the purposes of the Green Wedge or Green Corridor Designations; and
- iv. the proposed use is for a dwelling or dwellings and the building was constructed more than ten years ago; and
- v. the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.

Changes of use of land and engineering operations will be permitted where the development would not adversely impact on: the open character of the landscape of the river valleys and associated flood plains; the purpose of providing connectivity between urban and natural landscapes; providing an important network of natural habitats; and to provide formal and informal, leisure and recreation uses.

C) Rural Area

Planning permission will be granted for the change of use of land or buildings in the Rural Area where:

- i. the building is of permanent and substantial construction, and works to convert the building would not result in substantial reconstruction; and
- ii. the building is in keeping with its surroundings, and any alterations or extensions do not harm its original character; and
- iii. it does not adversely impact on the identified intrinsic character, appearance and beauty of the Rural Area; and
- iv. the proposed use is for a dwelling or dwellings and the building was constructed more than ten years ago; and
- v. the building was constructed less than ten years ago for the purposes of agriculture, but it can be demonstrated that it is no longer required for agriculture.

Engineering operations will be permitted within the Rural Area where they do not adversely impact upon the identified intrinsic character, appearance and beauty of the Rural Area.



Reasoned Justification

8.74 The Council recognises that the re-use and adaptation of existing buildings in the countryside can provide opportunities for residential, commercial and industrial development. In order to avoid abuse of this policy, the building/s should be permanent and not require substantial reconstruction. A structural survey will be expected to be provided in order to demonstrate that the structure is capable of conversion without rebuild or creation of new structural elements.

8.75 The change of use of land in the Green Belt is specifically omitted from section A because the NPPF does not list this as an exception to inappropriate development. Engineering operations need to preserve openness.

8.76 Within the Green Belt, Green Wedges and Green Corridors, any alteration or extension included as part of a change of use will require careful scrutiny in order to ensure that it is not disproportionate in relation to the existing building. Proportionate should be assessed in the context of footprint, height and volume.

8.77 Buildings will normally have a natural curtilage. It is important to consider how the curtilage may alter as part of the change of use to the host building; for example, through storage or domestication. In the Green Belt, the Council will be mindful about the impact on openness. In the Green Wedges and Green Corridors, the ancillary use of the land should not conflict with the purpose of the designations. In the Rural Area, the critical aspect will be identifying the intrinsic character and making a judgement as to whether an adverse impact would result.

8.78 The 10 year proviso is included in order to prevent misuse of the policy; the building must have been originally constructed and used for the purpose intended and not with a view of re-using it in the future for another use.

Alternatives Considered

No policy, rely on the NPPF –

This may be acceptable for the Green Belt locations but there is limited guidance in the NPPF on such operations in other localities and it is considered that the objectives of other designations such as the Green Wedges is an important consideration as it covers the local distinctiveness of an area. This option therefore, is not a reasonable alternative.



POLICY CO7 – EXTENSIONS TO EXISTING BUILDINGS WITHIN THE GREEN BELT, GREEN WEDGES, GREEN CORRIDORS AND RURAL AREA

A) Green Belt

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Belt and the extension or alteration would not:

- i. result in disproportionate additions over and above the size and scale of the original building; and
- ii. be out of keeping with its context and surroundings or result in any other harm.

B) Green Wedges and Green Corridors

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Green Wedge or Green Corridor and the extension or alteration would not:

- i. be disproportionate in size and scale in relation to the existing building; and
- ii. be out of keeping with its context and surroundings or result in any other harm; and
- iii. conflict with the purposes of the Green Wedge or Green Corridor designation.

C) Rural Area

Planning permission will be granted for extensions or alterations to existing buildings where the building is located within the Rural Area and the extension or alteration would not:

- i. be disproportionate in size, scale and proportions, such that the form and appearance would be out of keeping with the host building, its context and surroundings; and
- ii. adversely impact on the identified intrinsic character and beauty of the Rural Area.

Reasoned Justification

8.79 Extensions and alterations to buildings can result in significant changes to their appearance and the impact they have on the surrounding countryside. An alteration may include changes to fenestration, materials and external features. For the avoidance of doubt, buildings include residential dwellings, and all buildings must be substantially intact and have a reasonable remaining life.



8.80 Other harm can include, but is not limited to: visual intrusion, noise, activity, light pollution and use.

A) Green Belt

8.81 The fundamental aim of Green Belt Policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. Whilst extensions or alterations to buildings within the Green Belt are not inappropriate development, this is subject to meeting the objectives of Green Belt policy.

8.82 Extensions or alterations must not result in disproportionate additions over and above the size of the original building. Original building means that as built at 1 April 1974, or if built after this date, as originally built. The current district was formed on 1 April 1974 from the borough of Chelmsford, and most of the Chelmsford Rural District.

B) Green Wedge and Green Corridors

8.83 The role of the main river valleys will be protected and enhanced as valued and multi-faceted landscapes for their openness and their function as important green networks for wildlife, leisure and recreation. Some parts of the Green Wedges and Green Corridors may also fall within the Green Belt. In these cases, the objectives and purpose of the Green Belt will still apply; Green Belt is a national designation, subject to national policies and will still be given full weight in planning decisions. Green Wedges and Green Corridors will also cover parts of the designated Rural Area, in these cases the proposal will need to conform with both parts B and C of the policy.

C) Rural Area

8.84 Much of the Council's area falls within the Rural Area which is very attractive and has a traditional rural appearance with long unbroken views. In assessing the intrinsic character and beauty of the Rural Area, the Council will make a judgement on a site-by-site basis. The Council will support rural communities; this includes the sustainable growth and expansion of existing and authorised rural businesses, such as shops, public houses and restaurants, tourist attractions, agriculture and diversification, offices and community uses where that expansion would not adversely impact on the identified character and beauty of the area.

Alternatives Considered

No policy, rely on the General Permitted Development Order and NPPF –

This may be acceptable for the Green Belt locations but there is limited guidance in the NPPF on such operations in other localities and it is considered that the objectives of other designations such as the Green Wedges is an important consideration as it covers the local distinctiveness of an area. This option therefore, is not a reasonable alternative.



Set more prescriptive size thresholds for extensions –

This would not necessarily reflect the local distinctiveness of an area by taking into account local features and the character of the area. Therefore, this is not a reasonable alternative.

POLICY CO8 – RURAL AND AGRICULTURAL/FORESTRY WORKERS' DWELLINGS

Planning permission will only be granted for a new dwelling or temporary caravan in the Green Belt where there is a proven essential need for the purposes of agriculture or forestry, and very special circumstances which clearly outweigh the harm to the Green Belt and any other harm.

Planning permission will be granted for a new dwelling or temporary caravan in the Rural Area, Green Wedge or Green Corridor where there is a proven essential need for the purposes of agriculture or forestry, horse breeding and training, livery or other land-based rural business.

A) New Dwellings and Temporary caravans

For applications for permanent dwellings, the following criteria must be met:

- i. the business can sustain the full-time worker directly employed by the business at minimum wage; and
- ii. the size of the dwelling relates to the needs of the rural worker to be employed under his or her current situation; and
- iii. where the unit and the agricultural/rural business have been established for at least 5 years, it can be demonstrated that the business has been profitable for at least one of them, is currently financially sound and has a clear prospect of remaining so.

In all cases, the following criteria must be met:

- iv. it can be demonstrated that there is a functional need for the proposed dwelling or temporary caravan which cannot be met by existing suitable accommodation available in the area, or by rearranging duties and responsibilities between workers; and
- v. the need cannot be met by re-using, extending or adapting an existing building on the holding; and
- vi. the proposed dwelling or temporary caravan is located within or adjacent to the existing farm complex of buildings or other dwellings on the holding.



B) Removal of Occupancy conditions on existing dwellings

Planning permission will be granted for the removal of a restrictive agricultural/rural worker occupancy condition on a dwelling only where:

- i. comprehensive evidence has been submitted to show that the property, including all of its land and buildings that form part of the holding, has been marketed for sale or rent for a minimum period of 12 months at a market price to reflect the occupancy condition, and confirmation of a lack of interest; and**
- ii. it is evidenced that there is no long-term need for an agricultural/rural workers dwelling in the locality; and**
- iii. the dwelling was not constructed or converted for the purposes of an agricultural or rural worker less than 10 years prior to the submission of the application to remove the occupancy condition.**

Reasoned Justification

8.85 One of the few circumstances where a new dwelling within the countryside may be justified is when accommodation is required to enable agricultural or rural workers to live at, or in the immediate vicinity of, their place of work. Such a need must be essential, and to prevent the misuse of this policy the Council requires any proposal for a new agricultural/rural workers dwelling to meet all the criteria set out within the policy.

8.86 In the case of a new start-up business, the Council will only allow the use of land for the siting of a caravan for use by a rural or agricultural worker for a temporary period of up to 5 years. This is to enable sufficient time for the business to be able to demonstrate that it is viable and profitable. If after a period of 5 years this cannot be demonstrated, permission will not be granted for either an extension to the temporary period or for a permanent dwelling.

8.87 If the business is able to demonstrate an essential need for a permanent dwelling in accordance with all of the criteria of the policy, the size and scale of the dwelling shall be related to the needs of the employee based upon their existing domestic circumstances. If in the future the circumstances of the occupier change, the Council will assess the need for any adaptation or extension of the dwelling on its individual merits.

8.88 When considering planning applications to remove restrictive occupancy conditions, the Council recognises that changes in the scale and character of a business may affect the longer-term requirement for dwellings in the countryside for their original purpose. The Council also recognises that it would fulfil no purpose to keep such dwellings vacant, or that existing occupiers should be obliged to remain in occupation simply by virtue of a planning condition that has outlived its usefulness. The Council will expect applications for the removal of an occupancy condition to demonstrate that there is no long-term need for an agricultural dwelling in the locality.



8.89 The Council will also bear in mind that such dwellings could be used by agricultural and forestry or rural workers seeking accommodation within the wider surrounding area. The Council will need to be convinced that the availability of a dwelling tied to an occupancy condition has been effectively marketed to likely interested parties in the area concerned, and that no real interest has been shown regarding purchase or occupation of the dwelling by the local agricultural community. The Council will make a judgement on the adequacy of the marketing exercise on a case-by-case basis.

Alternatives Considered

No policy, rely on the General Permitted Development Order and NPPF –

The level of detail included within this policy is not set out in either of these. Without the inclusion of a detailed policy there is no guidance as to what circumstances justify such a dwelling, which would ordinarily be contrary to countryside and Green Belt policy. This option therefore, is not a reasonable alternative.

Protecting the Historic Environment

8.90 This theme provides the basis for valuing historic assets. The strategic policy outlines the approach to the historic environment and other relevant policies of the Local Plan are filtered into designated and non-designated assets, to represent the distinction within the NPPF.

POLICY HE1 – DESIGNATED HERITAGE ASSETS

A) Listed Buildings

The Council will preserve Listed Buildings and will only support proposals where:

- i. any extension/alteration would not adversely affect its significance as a building of special architectural or historic interest, both internally and externally; and
- ii. development within the setting of a listed building would not adversely affect the significance of the listed building, including views to and from the building, landscape or townscape character, land use and historic associations; and
- iii. any change of use would preserve its significance as a building of special architectural or historic interest and ensure its continued use.

Applications involving the demolition of a Listed Building will only be granted in exceptional circumstances, where the substantial public benefit derived from the proposals outweighs the loss.



B) Conservation Areas

Within Conservation Areas, development will only be permitted where:

- i. the siting, design and scale would preserve or enhance the character or appearance of the area; and
- ii. building materials and finishes are appropriate to the local context; and
- iii. features which contribute to the character of the area are retained; and
- iv. important views are preserved.

Within Conservation Areas, development involving demolition or substantial demolition will only be granted if it can be demonstrated that:

- i. the structure to be demolished makes no material contribution to the special character or appearance of the area; or
- ii. it can be demonstrated that the structure is beyond repair or incapable of beneficial use; or
- iii. the substantial public benefit would outweigh the harm; or
- iv. it can be demonstrated that the removal of the structure would lead to the enhancement of the Conservation Area.

C) Registered Parks and Gardens

Planning permission will not be granted for proposals that would cause unacceptable harm to the character or setting of Registered Parks or Gardens unless there is a substantial public benefit.

D) Scheduled Monuments

Planning permission will not be granted for proposals that would adversely affect a Scheduled Monument or its setting unless there is a substantial public benefit.

Reasoned Justification

8.91 When considering proposals affecting listed buildings, local authorities have a statutory duty to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest. There is a clear presumption against proposals for the total or substantial demolition of any listed building, or for any alteration or extension that would adversely affect its special architectural or historic character. Proposals which affect the setting of a listed building will also be critically assessed. Any harm to a designated heritage asset will require clear and convincing justification. The setting of a building and its contribution to a local scene may be very important; for example, where it forms an element in a group, park or garden or other townscape, or where it shares particular architectural forms or details with other buildings nearby.



8.92 The best use for an historic building is the use for which it was designed. Wherever possible, this should continue particularly if it is residential use. However, there may be occasions when this is no longer a practical proposition. The Council will consider the introduction of appropriate alternative uses into redundant listed buildings as an exception to other planning policies, provided it is the only way to preserve or enhance the special architectural and historic character or structure of the building and its setting, and it does not adversely affect amenities, highway safety, etc. In this context, a change of use can adversely affect the setting of a building through the extra activity it generates; for instance, through increased on-site car parking, even if it does not affect the external appearance of the building itself. It will not be sufficient to justify such a development merely on the basis that the proposed use will generate a higher property value or increased revenues.

8.93 The character of an area derives from a number of elements; these can include the siting and design of its buildings, open spaces, views and features such as walls, landscape, materials and the activities that take place there. Careful consideration of the setting within Conservation Areas includes judging the acceptability of materials and finishes to either respect or complement the area. The very designation of the Conservation Area denotes architectural or historic interest; it is therefore justified that as many as possible important features remain. The most important views in a Conservation Area are those within the designated area, but proposals should also respect how the area is viewed from outside of the designated area. An incremental adverse change to the Conservation Area could result in a reduction in the designated area.

8.94 Development affecting areas designated as Registered Parks and Gardens will be assessed against the likely impact of such development on their visual character and setting.

8.95 The Council will seek to ensure that new development proposals do not adversely affect the historic or archaeological importance of a Scheduled Monument.

Alternatives Considered

No policy, rely on the NPPF –

This would not cover the main objectives of the policy in terms of how to identify and assess heritage significance, and weighing up any harm against public benefits. This option therefore, is not a reasonable alternative.



Merge all historic environment policies into one –

This would dilute the importance and distinction between designated and non-designated heritage assets. Having multiple policies provides greater clarity on the different considerations required for such assets. This option therefore, is not a reasonable alternative.

POLICY HE2 – NON-DESIGNATED HERITAGE ASSETS

Proposals will be permitted where they retain the significance of a non-designated heritage asset. Where proposals would lead to harm to the significance of a non-designated heritage asset or its loss, proposals should demonstrate that:

- i. the level of harm or loss is justified following a balanced judgement of harm and the significance of the asset; and**
- ii. harm is minimised through good design and/or mitigation measures; and**
- iii. features of significance are retained where practicable.**

Reasoned Justification

8.96 The policy will be applicable to all the entries within the Councils Buildings of Local Value document, the Inventory of Designed Landscapes of Local Interest prepared by the Essex Gardens Trust and the Protected Lanes Study by Essex County Council. The focus of the policy is based on the retention of non-designated heritage assets and protection of their significance. The aim is to avoid or minimise harm and weigh up any harm against the loss of significance. Where harm is justifiably unavoidable in most cases it should be possible to retain some aspect of significance.

Alternatives Considered

No policy, rely on the NPPF –

This would not cover the main objectives of the policy in terms of how to identify and assess heritage significance, and weighing up any harm against public benefits. This option therefore, is not a reasonable alternative.

Merge all historic environment policies into one –

This would dilute the importance and distinction between designated and non-designated heritage assets. Having multiple policies provides greater clarity on the different considerations required for such assets. This option therefore, is not a reasonable alternative.



POLICY HE3 – ARCHAEOLOGY

Planning permission will be granted for development affecting archaeological sites providing it protects, enhances and preserves sites of archaeological interest and their settings taking account of the archaeological importance of those remains, the need for the development, the likely extent of any harm, and the likelihood of the proposal successfully preserving the archaeological interest of the site by record.

Reasoned Justification

8.97 Chelmsford contains numerous sites of archaeological importance. They constitute a finite and non-renewable resource and are in many cases highly fragile and vulnerable to damage and destruction. Many locations have sites that may have archaeological potential but have no statutory protection. They rely on the sympathetic application of planning and management policies for their survival and protection.

8.98 When new sites of archaeological importance are identified, the Council will ensure that they are afforded appropriate protection and, where possible, retained in situ. In some circumstances it might be possible to retain and incorporate archaeological investigation and recording either through conditions or as part of a planning obligation.

Alternatives Considered

No policy, rely on the NPPF –

The NPPF does not go into the level of detail as to how applications affecting archaeological sites will be considered. This policy provides greater clarity. This option therefore, is not a reasonable alternative.



Protecting the Natural Environment

POLICY NE1 – ECOLOGY AND BIODIVERSITY

Planning permission will not be granted where the development would result in harm to designated sites of international, national and local importance as shown on the Proposals Map, and any other site where protected species are likely or known to be present, unless it can be clearly demonstrated that any harm resulting from the development can be avoided or adequately mitigated. The weight given to the protection of such sites will be dependent on the level of designation.

Where development proposals do not comply with the above, they will only be permitted if it has been clearly demonstrated that there exists an overriding public interest.

In appropriate circumstances, development proposals will incorporate beneficial biodiversity features within the design of development.

Reasoned Justification

8.99 The presence of protected species is a material consideration when the Council is considering a development proposal which if carried out would be likely to result in harm to the species or its habitat. When considering planning applications it is essential that the presence or otherwise of protected species and the extent that they may be affected by the development is established before planning permission is granted.

8.100 Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats unless the need for and benefits of the development in that location clearly outweigh the loss.

8.101 The policy provides a framework for conserving and enhancing biodiversity assets. The Council will support the creation, restoration, retention and enhancement of biodiversity interests. Where opportunities allow, the design of a development should incorporate beneficial biodiversity features, such as swift boxes, bat or bird boxes, bat bricks, green roofs or the creation and connection of wildlife corridors through landscaping or other means. Water features such as attenuation ponds can also be designed to create new wildlife habitats.



Alternatives Considered

No policy, rely on the NPPF –

The NPPF does not go into the level of detail as to how applications should aim to conserve and enhance biodiversity. This policy and its reasoned justification provides greater clarity. This option therefore, is not a reasonable alternative.

POLICY NE2 –TREES, WOODLAND AND LANDSCAPE FEATURES

A) Protected Trees and Woodland

Planning permission will only be granted for development proposals that do not result in unacceptable harm to the health of a preserved tree, trees in a Conservation Area or woodland. Development proposals that have the potential to affect preserved trees, trees in a Conservation Area, or woodlands must set out measures to secure their protection.

In exceptional circumstances there may be overriding public benefits arising from the development that could justify the removal of a preserved tree or trees.

In such circumstances, a replacement tree, or trees, shall be provided of a size and type suitable for its location.

B) Non-Protected Landscape Features

Planning permission will only be granted for development proposals that do not result in unacceptable harm to natural landscape features that are important to the character and appearance of the area. Harm or loss of these features will not be permitted unless a landscape strategy, which would compensate for the loss or harm, is secured or where there are overriding public benefits arising from the development.



Reasoned Justification

8.102 Trees and woodland provide a vital benefit, and help to improve the well-being of the public and the environment. Some of their many benefits include the provision of shelter and shade, stabilisation of soil, filtering air pollution, reducing noise, improving and softening the landscape, and creating and connecting wildlife habitats.

8.103 Planning permission will only be granted where the development proposal would not conflict with the purposes of the preservation order of the tree or woodland unless there is a substantiated justification. Harm to the protected trees may include, but is not limited to, excessive pruning, incursion in the root protection area, alterations to ground levels or complete removal of the tree.

8.104 Proposals must also take into account the longer-term relationship between trees and a development. In some circumstances, even when a development can be physically constructed without resulting in harm to a tree, the proximity and liveability of the development with the tree can result in long-term pressure for the tree to be constantly pruned or even felled. Examples include over-shadowing of garden areas, leaf litter, detritus and bird droppings over roofs, guttering or car parking areas. In decision making, account also needs to be taken of the incremental growth of a preserved tree.

8.105 Landscape features in the countryside, suburban and urban environments play an important part in shaping the character and appearance of an area. They can include, but are not limited to, trees, hedgerows, woodlands, meadows, field margins and water features that do not benefit from international, national or local designations. Each application will be assessed on a site-by-site basis on the importance and contribution that the existing landscape features make to the appearance of the locality.

Alternatives Considered

No policy, rely on the NPPF –

This would not cover local landscape features which are of important to the character and appearance of the local area. Therefore, this is not a reasonable alternative.



POLICY NE3 – FLOODING/SUDS

A) Planning permission for all types of development will only be granted where:

- i. **it can be demonstrated that the site is safe from all types of flooding, either because of existing site conditions or through mitigation from the development, now and for the lifetime of the development; and**
- ii. **it does not worsen flood risk elsewhere.**

B) Development within areas of flood risk will be required to:

- i. **provide a safe access and egress route; and**
- ii. **attenuate surface water run-off so that the run-off rate is no greater than the run-off prior to development taking place or, if the site is previously developed, development reduces run-off rates.**
- iii. **locate the most vulnerable development in areas of lowest flood risk unless there are overriding reasons for a different location.**

C) All major development will be required to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risk elsewhere. The principal method to do so should be the use of sustainable drainage systems (SuDS).

Reasoned justification

8.106 Areas of flood risk include risk from all sources of flooding including from rivers and the sea, directly from rainfall onto the ground surface and rising groundwater, overwhelmed sewers and drainage systems and from other water bodies.

8.107 In considering proposals for development, the Council will follow a sequential risk-based approach, including the application of the 'exception test' where some continuing development is necessary for wider sustainable reasons.

8.108 The Council will require that development is protected from flooding and that appropriate measures are implemented to mitigate flood risk. In order to reduce flood risk within Chelmsford City Centre, the Council will work with the Environment Agency to put in place strategic flood defence measures upstream from Chelmsford's Urban Area on the Rivers Can and Wid and, in appropriate circumstances, local flood protection measures within development sites.

8.109 The Council also requires the provision of sustainable drainage systems for the disposal of surface water within and leading from major development sites. SuDS should be the principal, but may not be the only method. SuDs are often most viable when considered early in the design process so developers are encouraged engage in pre-application discussions with the County and Essex County Council (as Lead Local SuDS Authority).



Alternatives Considered

No policy, rely on the NPPF technical guidance –

This policy provides greater clarity at a local level for the provision of SuDS. This option, therefore, is not a reasonable alternative.

POLICY NE4 – RENEWABLE AND LOW CARBON ENERGY

Planning permission will be granted for renewable or low carbon energy developments provided that they:

- i. do not cause demonstrable harm to residential amenity; and
- ii. do not cause demonstrable harm to local wildlife or their habitats; and
- iii. do not have an unacceptable visual impact which would be harmful to its setting; and
- iv. will not have a detrimental impact on highway safety.

Where located within the Green Belt, renewable or low carbon energy developments will also need to demonstrate very special circumstances in order to be approved.

Reasoned Justification

8.110 The Council wishes to reduce the consumption of fossil fuels and the subsequent generation of pollution and waste to help mitigate climate change. Renewable and low carbon energy schemes have a key role to play in promoting more sustainable forms of development and reducing the production of greenhouse gases. The Council will encourage the provision of such projects and will balance the immediate impact of renewable and low carbon energy proposals on the amenities of the local environment with their wider contribution to reducing the emission of greenhouse gases.

8.111 For the purposes of the policy, the means of generating renewable or low carbon energy include (but are not restricted to) onshore wind generation, photovoltaic cells, passive solar heating systems, combined heat and power, biomass and air/ground source heat pumps.

Alternatives Considered

No policy, rely on NPPF –

The NPPF does not provide a consolidated approach to renewable energy provision and its potential for being located in the Green Belt. This option therefore, is not a reasonable alternative.



Delivering and protecting Community Facilities

8.112 This theme focuses on providing and protecting assets within our communities that influence our quality of life.

POLICY CA1 – DELIVERING COMMUNITY FACILITIES

Planning permission will be granted for new facilities and services which support the local community where:

- i. there is access to adequate public transport, cycling and walking links for the benefit of non-car users; and
- ii. vehicle access and on-site vehicle parking would be provided to an appropriate standard commensurate to the scale of the development; and
- iii. the development would be compatible with its surroundings; and
- iv. there would be no unacceptable impact on the character, appearance or amenities of the area; and
- v. adequate access to and between the facilities and/or services would be provided for people with disabilities commensurate to the scale of the development.

Where the proposal falls outside of main Urban Areas and Defined Settlements, it must also comply with the relevant policies for its location, taking account of the planning policy objectives for that area.

Reasoned Justification

8.113 The policy will deal with all proposed community facilities, whether as part of larger schemes or submitted separately. New facilities and services should support the local community where they are to be situated.

8.114 In order to reduce the dependency on the private car, proximity and ease of access for public transport methods is crucial. Measures to reduce car dependency will be supported.

8.115 New development should be physically compatible with its surroundings. It should not adversely impact its neighbours.

8.116 Developments should respect the fact that a multitude of users will be using them, so they should provide safe and secure access, and cater for people with disabilities.



Alternatives Considered

Rely on site allocation policies to identify community assets –

This would not cover any additional assets which may come forward outside of site specific allocations. Therefore, this is not a reasonable alternative.

POLICY CA2 – PROTECTING COMMUNITY FACILITIES

The change of use of premises or redevelopment of sites that provide valued facilities or services for the local community will only be permitted where:

- i. the premises or site cannot be readily used for, or converted to, any other community facility; or
- ii. the facility or service which will be lost will be adequately supplied or met by an easily-accessible existing or new facility in the settlement concerned; or
- iii. in the case of public open space, private outdoor sports grounds, allotments or school playing fields forming part of an education establishment, criterion (ii) above applies, and it would not result in the loss of an area important for its amenity or contribution to the community or character of the area.

Reasoned Justification

8.117 Valued facilities can include sport, culture, leisure, tourist and recreation spaces (including allotments), as identified on the Proposals Map.

8.118 The existing facilities are assets which serve the communities in which they are located or in some instances wider areas. This importance can relate not only to their function but also to the amenity value and contribution to the character of an area in general, in providing a 'green lung' and visual break in the built environment. Given the nature particularly of the built environment of Chelmsford, if such facilities are lost to other uses it can be extremely difficult to find alternative locations – particularly as open land is scarce and therefore at a premium. Against this background, the retention of existing sport and leisure facilities and public open spaces is paramount unless a case can be made that alternative provision will be provided in a wholly-acceptable manner. If no alternative provision is to be provided, permission will only be granted where it has been robustly demonstrated that there is no longer a requirement for the retention of the facilities/spaces.

8.119 Against this background, it is intended to secure the retention of existing spaces and facilities unless a case can be made that alternative provision will be provided in a wholly-acceptable manner. Alternative provision could comprise existing provision in the locality of the type of open space or facility as defined by the Council's Open Space, Sports and Recreational Facilities Study 2016, providing there is not a deficiency in that type of open space in the locality.



8.120 An analysis of the need for the community asset will be undertaken on a site-by-site basis, taking account of the type of asset and any existing provisions. Similarly, the context of the site and the function and purpose of the use will determine the extent of the local community that the use serves. The term “local” will differ between circumstances; for example, the local community of a single public house in a village would likely be the residents of that village. For a children’s home, “local” could be more wide-reaching, covering the catchment area that the children’s home would serve.

Alternatives Considered

No policy, rely on NPPF –

The NPPF does not provide a consolidated approach to the protection of Community Assets. This option therefore, is not a reasonable alternative.



9- Making High Quality Places

9.1 This section provides the basis for promotion of Chelmsford as a high-quality place to live and work.

Making places

9.2 High quality design is essential to making places more attractive, locally-distinctive, sustainable and safe. Good design can help reduce and mitigate the impacts of climate change, promote healthier lifestyles and create safer and more accessible places for people to live in or use.

POLICY MP1 – DESIGN AND PLACE SHAPING PRINCIPLES

The Council will require all new development to meet the highest standards of built and urban design. The Council will require the use of masterplans by developers and will implement design codes where appropriate for strategic scale developments.

Place shaping principles are also contained within individual strategic location policies.

All new development should reflect the following principles:

- Respond positively to local character and context to preserve and enhance the quality of existing communities
- Provide buildings that exhibit individual architectural quality
- Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above the use of the private car
- Where possible, provide a mix of land uses and densities with well-defined public and private spaces
- Encouraging site design and individual building design that minimises energy consumption and provide resilience to a changing climate
- Enhance the public realm through provision of public art, additional landscaping, street furniture and other distinctive features that help to create a sense of place
- Provide streets and spaces that are overlooked, active and promote inclusive access
- Include parking facilities that are well integrated as part of the overall design
- Provide public open space or larger scale green infrastructure
- Retain existing trees where possible and explore opportunities for new tree planting in the right places, both in urban areas and on greenfield sites



- **Protect the amenity of existing and future residents, and its users, with regard to noise, vibration, smell, residential living environments**
- **Provide opportunities to promote healthy living and to improve health and wellbeing.**

Reasoned Justification

9.3 New development must reflect high standards of urban and architectural design. It must also be functional and viable. Major new developments will be planned carefully with the use of masterplans and design codes where appropriate. This requirement for high design standards will apply to public and private buildings across all scales of development, as well as to infrastructure projects.

9.4 Enhancements to the public realm, landscaping measures and attention to architectural detail will be important features that the Council will wish to see included in new developments. Strategic scale and more local green infrastructure can make a vital contribution to quality of place, biodiversity and health outcomes.

9.5 Trees can deliver economic, social and environmental benefits. In urban areas they are particularly important for improving air quality and providing important homes for wildlife. Trees can reduce the landscape impact on new development and they will also help mitigate and adapt to climate change. This is because trees remove carbon dioxide from the atmosphere and provide shade, shelter and alleviate flooding.

9.6 The planning system can play an important role in creating healthy communities. This can include promoting new development that provides opportunities for healthy living through the encouragement of walking and cycling and provision of open space.

9.7 The Council is also developing a strategy to promote integrated enhancement of the West End quarter on the west side of Chelmsford City Centre. This area has a diverse mix of uses, acts as an important transport interchange and includes important civic functions. Yet parts of the area have a rundown appearance and feel severed from the city centre. The strategy will create a vision for the West End and how it could be enhanced in the future to provide an attractive and distinctive quarter.

9.8 Further design considerations are set out in more detail in other relevant Local Plan policies.

Alternatives Considered

Rely on strategic growth location policies to set out detailed design principles -

This would not cover development outside of these areas. Therefore, this is not a reasonable alternative.



POLICY MP2 – HIGH QUALITY DESIGN

A) Responding to Context

Planning permission will be granted for developments that respect the character and appearance of the area in which they are located. They must be compatible with their surroundings having regard to scale, form, architecture, materials, boundary treatments and landscape.

B) Design of all new buildings and extensions

Planning permission will be granted for new buildings and extensions and alterations to existing buildings that:

- i. are of a high-quality design; and**
- ii. are compatible with the character and appearance of the area, and also where relevant the host building, in terms of their the siting, scale, form, massing, materials and detailing; and**
- iii. are well-proportioned; and**
- iv. have visually-coherent elevations; and**
- v. have active elevations where the building or extension is visible from public vantage points; and**
- vi. create safe environments.**

Reasoned Justification

9.9 Good design is a key aspect of sustainable development and should contribute positively to making places better for people. Good design rests upon analysis of the character of the area to create coherent and interesting places. It should respond to local character and history while not preventing or discouraging appropriate innovation.

9.10 New buildings and extensions or alterations to buildings should be proportionate in size and scale in relation to existing development or the host building so that they are in keeping with their surroundings. The surroundings may include the immediately adjacent buildings, the street scene or the wider character and appearance of the area.

9.11 The design of a building or extension can have a significant impact on the overall appearance of a development. The detailing, including use of materials, design features and layout of windows and doors, are all important considerations to creating well-designed buildings, extensions and places.

9.12 The layout and design of a development are important in creating a safe environment where people are comfortable to live, work and visit.



9.13 Large-volume buildings such as industrial, warehouse, retail superstore and agricultural sheds have seriously damaged the visual quality of large parts of the urban areas and some rural areas, even where the development brings economic benefits. The Council will apply urban design principles to these buildings to ensure the character of the buildings and spaces enriches the experience of users, and avoids anonymous and solely functional development.

9.14 Car parks and service bays should be hidden from street views. Active street frontages should be provided. Monolithic or uniform buildings will not be permitted. Bin storage should not appear conspicuous within a development proposal.

Alternatives Considered

Add design criteria to other development policies –

This would not cover other forms of development which may fall outside of specific development type policies. Therefore, this is not a reasonable alternative.

POLICY MP3 – SUSTAINABLE BUILDINGS

The Council will require all new dwellings and non-residential buildings to incorporate sustainable design features to reduce carbon dioxide and nitrogen dioxide emissions, and the use of natural resources.

Non-residential developments of 1000sqm or more will be required to achieve at least a 10% reduction in carbon dioxide emissions above the requirements of current Building Regulations.

All new non-residential buildings with a floor area in excess of 500sqm shall achieve a minimum BREEAM rating (or its successor) of 'Very Good'.

All new dwellings shall meet the Building Regulations optional requirement for water efficiency of 110 litres/person/day.

New dwellings and non-residential buildings shall provide convenient access to EV charging point infrastructure.



Reasoned Justification

9.15 The delivery of sustainable development is at the heart of the Local Plan. Development at the local level can have a wider impact and therefore requires an integrated approach to new development, which promotes an innovative and productive economy, services and facilities that are socially inclusive and balanced communities in ways, which protect and enhance the wider environment and minimise the use of resources and consumption of energy.

9.16 The Climate Change Act 2008 introduced a statutory target of reducing carbon emissions to at least 80% below 1990 levels by 2050. UK emissions were 35% below 1990 levels in 2014. Meeting future carbon targets and the 2050 target will require reducing domestic emissions by at least 3% a year. Local authorities are required to adopt proactive strategies to reduce the consumption of fossil fuel and the subsequent generation of pollution and waste. The design and construction of buildings can directly affect the environment in terms of energy use and subsequent generation of greenhouse gases, as well as the use of natural resources. The implementation of appropriate measures to reduce the consumption of energy and natural resources will achieve the Council's wider objective of securing more sustainable forms of development.

9.17 The UK Carbon Plan (HM Gov, 2011) states that if we are to achieve the 2050 carbon target, by 2050 the emissions footprint of our buildings will need to be almost zero. National planning policy requires a local plan to have a positive impact on reducing carbon within the area. Energy requirements for new developments are one of the clearest routes to reducing carbon emissions in an area. The Planning and Energy Act 2008 allows Local Authorities to set local targets for carbon emissions above Building Regulations. The legislation to remove this right has not yet been enacted, meaning authorities can continue to set policy in this area.

9.18 Building Regulations are statutory instruments that set standards for design and construction that applies to most new buildings, regardless of type. Building Regulations in relation to energy efficiency have been successively tightened since 2006 (Part L), with the latest amendment being made in 2013. The Council expects all new development to apply the energy hierarchy by reducing the need for energy, use energy efficiently, supply energy efficiently and use low and zero carbon technologies. Major developments will be required to go beyond current Building Regulations.

9.19 BREEAM is an environmental assessment method that assesses the environmental performance of non-residential buildings across ten categories with minimum standards being required in key areas such as energy, water and waste. It is still in operation and unlike the Code for Sustainable Homes, is a BRE standard which is not owned by Government. The method of assessment seeks to minimise the adverse effects of new buildings on the environment, whilst promoting healthy indoor conditions for the occupants. The 500sqm threshold is intended to take account of economy of scale, and to avoid imposing the requirement on modest structures.



9.20 Residential development should provide EV charging point infrastructure to encourage the use of ultra-low emission vehicles at the rate of 1 charging point per-unit (for a dwelling with dedicated off-road parking) and/or 1 charging point per-10 spaces (where off-road parking is unallocated). Non-residential development should provide charging points equivalent to 5% of the total parking provision.

9.21 Part G of Building Regulations were changed in 2015 to include an optional requirement so that new homes should be designed to use no more than 110 litres of water/person/day. The mandatory standard is 125 litres/person/day. The tighter standard would be controlled by means of a planning condition.

9.22 Essex has been identified as a larger area of water stress by the Environment Agency. The anticipated increase in population in Chelmsford and Essex as a whole during the Local Plan period means the demand for water will continue to grow.

Alternatives Considered

No policy and rely on Building Regulations –

This would not cover additional sustainable features which are at the forefront of climate change and are set to become a bigger issue throughout the plan period. Therefore, this is not a reasonable alternative.

POLICY MP4 - DESIGN SPECIFICATION FOR DWELLINGS AND HOUSES IN MULTIPLE OCCUPATION

A) All new dwellings (including flats) shall comply with all of the following:

- i. **Achieve suitable privacy and living environment for residential occupiers; and**
- ii. **Achieve sufficient private amenity space; and**
- iii. **Provision of open space; and**
- iv. **Achieve appropriate internal space through adherence to the Nationally Described Space Standards; and**
- v. **Provide appropriate refuse and recycling storage.**

The above must be in accordance with the standards as set out in Appendix A, unless it can be demonstrated that the particular site circumstances allow for a lower provision.



B) All houses in multiple occupation shall:

- i. **Achieve sufficient amenity space; and**
- ii. **Provide cycle storage for one cycle per-bedroom, within the plot of the building in which the property is located; and**
- iii. **Provide refuse and recycling storage within the plot of the building in which the property is located, or a communal store where the development relates to more than one property; and**
- iv. **Provide off-street parking at a ratio of one space per-bedroom unless the site is located within the City Centre; and**
- v. **Provide sound proofing to current Building Regulations for flat conversions, where the property is attached to another dwelling.**

The above must be in accordance with the relevant development standards within the Local Plan.

Reasoned Justification

9.23 This policy is intended to provide developers with a checklist of requirements for new dwellings. All new dwellings (including flats) will be required to comply with the developments standards within Appendix A.

9.24 Where buildings perform a clear beneficial role in the layout (by turning corners, acting as a vista stop or where infill restores urban form), compliance with the development standards may be relaxed, but only to the extent that such relaxation would not be to the detriment of the overall quality of the development. Garden areas would normally be expected to be at the rear of properties, enclosed and private. The Council will not accept exposed areas of land to be part of the calculation for garden sizes.

9.25 Chelmsford has seen an increase in applications for houses in multiple occupation, likely influenced by rising house and rental prices. In terms of delivering sustainable homes, it is necessary that some control is exerted over the living quality of these properties. On-street parking can be a particular issue and the requirement for one space per-bedroom is equivalent to that of a one bedroom flat; exceptions can be made where the property is situated within the City Centre, which is designated on the Proposals Map. Sound proofing is also considered necessary in order to protect existing adjoining residents.



Alternatives Considered

No policy, rely on the NPPF –

The NPPF makes no direct reference to HMO's. HMO's have different requirements to ensure they offer acceptable living standards to the occupants and surrounding area. This option therefore, is not a reasonable alternative.

POLICY MP5 - PARKING STANDARDS

All development will be required to comply with the vehicle parking standards set out in the Essex Parking Standards - Design and Good Practice (2009), or as subsequently amended.

Proposals which provide below these standards should be supported by evidence detailing the local circumstances that justify deviation from the standard.

Reasoned Justification

9.26 The Essex Parking Standards - Design and Good Practice (2009) sets out vehicle parking standards for Essex. It is considered that these parking standards are appropriate within Chelmsford, providing minimum parking for residential development to address issues of on-street parking, maximum standards for parking in non-residential developments in order to encourage more sustainable transport methods.

9.27 In urban locations with high levels of public transport accessibility, the parking standards may be relaxed to minimise pressure on land and encourage alternative modes of transport.

Alternatives Considered

Alternative policy based on specific local evidence –

There is no such detailed local evidence to support alternative local standards. Therefore, this is not a reasonable alternative.



POLICY MP6 – TALL BUILDINGS

The Council will support proposals for buildings above 6 storeys or above 16m high in parts of the City Centre, provided:

- i. the location is suitable for higher-intensity development; and**
- ii. the building reinforces surrounding scale and urban form, provides containment of space and has active frontages; and**
- iii. the building visibility from adjoining spaces contributes to townscape; and**
- iv. the building visibility from longer-range views contributes towards the skyline and provides a positive addition to views into and around the city; and**
- v. the building does not detract from the context of existing historic City Centre features; and**
- vi. the building does not create an adverse microclimate or shadowing; and**
- vii. ancillary space is provided within the building for sufficient bin and cycle storage, service and plant, without compromising the external quality of elevations or roofscape.**

Reasoned Justification

9.28 For the purposes of this policy, tall buildings means 6 storeys and over. This is because throughout Chelmsford the building scale is predominantly two, three and four storeys, typically forming street frontages. Six storeys represent a shift in scale, necessitating consideration of the impacts of greater height.

9.29 When considering any new buildings, the surrounding context is key to achieving coherent, compatible and interesting character; it determines acceptable siting, scale, form and appearance. Taller buildings will not always be acceptable in the City Centre unless their context is compatible with the desired scale. Appropriate design rests upon thorough analysis of surrounding buildings and spaces, the identification of characteristic forms, materials and details, and exploiting opportunities to improve quality of place. The quality of materials and attention to detail is of great importance.

9.30 Tall buildings may be appropriate where their setting is sufficient to accommodate their height, where they contribute to a cohesive skyline and where they will form part of the positive reshaping and enhancement of the City Centre from all vantage points. In order not to diminish cultural, civic or public buildings or spaces, tall buildings may not be appropriate where they would have a significant or adverse impact upon structures or areas of conservation or civic interest. Suitable locations for tall buildings may be areas around the transport interchange of the train and bus stations or large public spaces where tall structures are able to make a positive contribution to the existing character and context of an area subject to all of the above justifications. Tall buildings will not be acceptable on constrained sites where an appropriate setting cannot be achieved.



9.31 Conservation Areas and buildings of conservation value should not to be harmed by the siting, use or physical attributes of tall buildings. Existing tall buildings will not necessarily be accepted as justification for proposals for new tall buildings.

Alternatives Considered

No policy –

With its relatively recent City status, there is more demand for land in Chelmsford City Centre. This policy guides development to ensure future tall buildings respect and balance the need for development and the historic character of the area. Therefore, this is not a reasonable alternative.

Consider alternative definition of ‘tall buildings’ –

The definition set out is because throughout Chelmsford the building scale is predominantly two, three and four storeys, typically forming street frontages. Six storeys represent a shift in scale, necessitating consideration of the impacts of greater height. Therefore, this is not a reasonable alternative.

POLICY MP7 – PROVISION OF BROADBAND

All new properties (residential and non-residential) shall allow for the provision for superfast broadband in order to allow connection to that network as and when it is made available.

Reasoned Justification

9.32 The NPPF states that the development of high-speed broadband and other communication networks can play a vital role in enhancing the provision of local community facilities and services.

9.33 The Council is committed to securing a high-quality communication infrastructure. The availability of superfast broadband is a barrier to achieving such a commitment. Developers are encouraged to engage with broadband providers.

9.34 Superfast broadband is an important service for both new residential and non-residential properties. New properties should be provided with the internal infrastructure to ensure that they can be connected to networks as soon as they are available.

9.35 Where provision is possible broadband must be installed on an open access basis and which will need to be directly accessed from the nearest British Telecom exchange and threaded through resistant tubing to enable easy access to the fibre optic cable for future repair, replacement or upgrading.



Alternatives Considered

No Policy, rely on NPPF -

The NPPF does not provide a detailed local requirements on the provision of high-speed broadband. This option therefore, is not a reasonable alternative.

Protecting Amenity

9.36 An essential part of high-quality design should be the safeguarding of the living environments of existing and future residents.

POLICY PA1 – PROTECTING AMENITY

Planning permission will be granted for development proposals provided the development:

- i. **safeguards the amenities of the occupiers of any nearby residential property by ensuring that the development is not overbearing and does not result in excessive overlooking or overshadowing. The development shall also not result in excessive noise, activity or vehicle movements; and**
- ii. **is compatible with neighbouring uses and protects the wider amenities of the area by ensuring that the development does not give rise to unacceptable levels of polluting emissions by reason of noise, light, smell, fumes, vibrations or other issues, unless appropriate mitigation measures can be put in place and permanently maintained.**

Reasoned Justification

9.37 High-quality development by definition should not result in adverse impact on the amenities of occupiers of nearby residential properties. This includes the protection of existing privacy by ensuring there is not excessive noise or overlooking created by new development. The physical built form of the development must not have an oppressive or overbearing effect or result in a harmful loss of light.



9.38 The planning system has an important role to play in protecting the environment, biodiversity, local residents, businesses and the public in general from all forms of development that could give rise to pollution. Pollution can be in many forms and includes all solid, liquid and gaseous emissions to air, land and water (including groundwater) from all types of development. Pollution includes noise, light, vibration, smell, smoke and fumes, soot, ash, dust or grit which has a damaging effect on the environment and the public's enjoyment, health or amenity.

Alternatives Considered

Add design criteria to other development policies -

This would not cover other forms of development which may fall outside of specific development type policies. This option, therefore, is not a reasonable alternative.

POLICY PA2 – CONTAMINATION AND POLLUTION

A) Hazardous Substance Sites or Land

For developments on, or near to, hazardous substance sites or land which is contaminated or has a history of a potentially contaminating use, permission will only be granted where the Council is satisfied that:

- i. there will be no threat to the health or safety of future users or occupiers of the site or neighbouring land; and
- ii. there will be no adverse impact on the quality of local groundwater or surface water.

B) Air Quality Management Area

For developments in or adjacent to an Air Quality Management Area, or where an air quality impact assessment has been provided, permission will only be granted where the Council is satisfied that after selection of appropriate mitigation the development will not have an unacceptable significant impact on air quality, health and wellbeing.

Reasoned Justification

9.39 The Council recognises that all development has some environmental impact; however, development should minimise any negative impact. The Council will expect promoters of development to fully assess the impact of development through appropriate assessments to include the impact upon the environment, air quality, and public health and safety.



9.40 When considering development proposals the Council will consider the risk of pollution arising from contamination and the impact on human health, property and the wider environment. Contamination is not, however, restricted to previously developed land but it can also occur on 'greenfield' sites and it can arise from natural sources as well as from human activities. Where sites are known to be contaminated, or where contamination is subsequently discovered, any development proposals on the land will only be permitted where it can be demonstrated that the contamination can be mitigated.

9.41 The Council has designated an Air Quality Management Area (AQMA) arising from road traffic emissions on the Army & Navy roundabout and surrounding roads, as shown on the Proposals Map. The presence of an AQMA should not halt development, but careful consideration should be given to proposals that may increase traffic flows or exposure to poor air quality. Proposals that fall outside of an AQMA can still have an impact on the air quality due to the nature of the development including, but not limited to, size, use, vehicle movements and traffic generation. The Council will consider each application on a site-by-site basis regarding its effect on the AQMA and its objectives, and/or whether the development would cause unacceptable harm to the air quality of the area.

9.42 It would be inappropriate to locate new development on or near to establishments where hazardous substances are present where this would harm public safety. It would also be inappropriate to grant planning permission for development proposals to expand existing sites handling or processing hazardous substances where this would also harm public safety.

Alternatives Considered

No policy, rely on the NPPF –

The NPPF deals with general and multiple types of pollution. This policy specifically identifies the potential contamination and pollution issues local to Chelmsford. This option therefore, is not a reasonable alternative.



10- Monitoring and Implementation

Monitoring Framework

10.1 This section deals with how the Council will monitor the Local Plan's success in meeting the challenges and opportunities set out in the Strategic Priorities (Section 3) to ensure that it is effective in delivering the objectives of the Plan.

10.2 This will be done through the monitoring of the indicators set out in Table 13 on an annual basis which will be published through the Authorities Monitoring Report (AMR). The AMR will be used to report the performance of the Local Plan as well as recommending any actions required to ensure the delivery of the Plan.

10.3 Table 13 sets out the broad parameters for monitoring.

Table 13 : Monitoring Framework

Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Section 4 - Our Vision and Spatial Principles				
Strategic Policy S1 - Spatial Principles	All	Covered by other indicators within the monitoring framework.	N/A	Not required
Section 5 - Creating Sustainable Development				
Strategic Policy S2 - Securing Sustainable Development	1, 9	Covered by other indicators within the monitoring framework.	N/A	Not required
Strategic Policy S3 - Addressing Climate Change and Flood Risk	1,5	Number of new major developments that incorporate SUDs and reduce water run-off.	AMR	All new major developments to reduce water run-off.



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Strategic Policy S4 - Promoting Community Inclusion	1,	Neighbourhood Plans and other community-led planning tools being put in place.	AMR	No required
Strategic Policy S5 - Conversing and Enhancing the Historic Environment	1, 7	Covered by other indicators within the monitoring framework.	N/A	Not required
Strategic Policy S6 - Conserving and Enhancing the Natural Environment	1, 6, 7	Covered by other indicators within the monitoring framework.	N/A	Not required
Strategic Policy S7 - Safeguarding Community Assets	1,6	Covered by other indicators within the monitoring framework.	N/A	Not required
Section 6 - How will future development growth be accommodated?				
Strategic Policy S8 - Development Requirements	1, 2, 3	Number of dwellings, employment space and Gypsy and Traveller sites completed on allocated sites within the Local Plan period.	AMR Housing Trajectory Annual five year housing land supply position statement Annual Windfall Assessment Employment Land Review	Sites within the Strategic Growth Site, Growth Site, Opportunity Site and Existing Commitment Policies being delivered in accordance with the numbers set out within in the policies to achieve the following over the Plan period: <ul style="list-style-type: none"> 805 dwelling per annum



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
			Gypsy and Traveller Caravan Count	<ul style="list-style-type: none"> • 22,162 dwellings by 2036 • 9 Gypsy and Traveller pitches by 2036 • 24 Travelling Showpeople Plots by 2036 • 55,000sqm of Employment floorspace by 2036 • 13,400sqm of additional convenience retail floorspace by 2036
Strategic Policy S9 - The Spatial Strategy	1, 2, 3, 5, 6, 7, 8, 9	Sites within the Strategic Growth Site, Growth Site, Opportunity Site and Existing Commitment Policies being delivered in accordance with the numbers, timescale and requirements of the policies.	AMR Housing Trajectory	All sites being delivered within the Local Plan period.
Strategic Policy S10 - Delivering Housing Growth	1, 2, 5, 6	<p>Proportion of homes built on previously developed land.</p> <p>Masterplans for all new major housing developments.</p> <p>Any loss of housing to other uses.</p>	AMR	<p>Masterplans followed for all new major housing developments.</p> <p>Minimal loss of housing to other uses.</p> <p>Varied mix and size</p>



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
		Mix and size of homes completed.		of homes to meet needs identified in the SHMA.
Strategic Policy S11 - Delivering Economic Growth	1, 3	Any loss of allocated employment areas for non-employment uses. Location of large new office development.	AMR	No loss of allocated employment areas for non-employment uses. Large new office development being located within the City Centre area or within allocated sites within the Local Plan.
Strategic Policy S12 - Infrastructure Requirements	1, 2, 5, 6	Provision of key infrastructure.	AMR	Progress and milestones met in accordance with development as set out in the Infrastructure Delivery Plan (IDP).
Strategic Policy S13 - Securing Infrastructure	1, 2, 3, 5, 6	Covered by other indicators within the monitoring framework.	N/A	Not required.
Strategic Policy S14 - The role of the Countryside	1, 7	Covered by other indicators within the monitoring framework.	N/A	Not required.
Strategic Policy S15 - The role of City, Town and Neighbourhood Areas	1, 8, 9	Covered by other indicators within the monitoring framework.	N/A	Not required.



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Section 7 - Where will development growth be focused?				
<p>Policy GR1 - Growth in Chelmsford Urban Area</p> <p>Strategic Growth Site Policies 2 to 8</p> <p>Growth Site Policies 1h to 1s, 9 and 10</p> <p>Opportunity Site Policies OS1a to OS1c</p> <p>Existing Commitment Policies EC1 to EC4</p>	1, 2, 3, 4, 5, 6, 7, 8, 9	Sites within the Strategic Growth Site, Growth Site, Opportunity Site and Existing Commitment Policies being delivered in accordance with the numbers, requirements and timescale of the policies.	N/A	All sites being delivered in accordance with the policy requirements within the Local Plan period.
Section 8 - Protecting and Securing Important Assets				
Securing Homes				
Policy HO1 - Size and Type of Housing	2, 8	<p>Number of new dwellings achieving M4(2) of the Building Regulations 2015.</p> <p>Number of new dwellings achieving M4(3) of the Building Regulations 2015.</p> <p>Number of self-build homes achieved.</p>	AMR Housing Implementation Strategy	<p>All new dwellings to meet M4(2) of the Building Regulations 2015.</p> <p>On developments of 30 or more dwellings a minimum of 5% of new affordable dwellings should be built to meet requirement M4(3) of the Building</p>



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
		Number and type of Specialist Residential Accommodation achieved.		<p>Regulations 2015.</p> <p>On developments of 100 or more dwellings a minimum of 5% self-build homes to be achieved.</p> <p>On developments of 100 or more dwellings an appropriate provision of Specialist Residential Accommodation to be achieved.</p>
Policy HO2 - Affordable Housing and Rural Exception Sites	2, 8	<p>Number of affordable homes completed.</p> <p>Number of market homes provided on rural exception sites.</p>	AMR Housing Implementation Strategy	<p>To achieve 35% of affordable homes on threshold sites.</p> <p>Not to exceed 50% of market housing on rural exception sites.</p>
Policy HO3 - Gypsy, Traveller and Travelling Showpeople Sites	2,	<p>Number of new Gypsy, Traveller and Travelling Showpeople pitches and plots approved.</p> <p>Number of existing Gypsy, Traveller and Travelling Showpeople pitches and plots approved for a change of use to</p>	AMR Housing Implementation Strategy	<p>To achieve 10 new Gypsy and Traveller pitches and 24 new Travelling Showpeople plots by 2036.</p> <p>No net loss of pitches or plots.</p>



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
		other uses.		
Securing economic growth				
Policy EM1 - Employment Areas	3	Types of use approved within the Employment Areas shown on the Proposals Map.	AMR	No changes of use approved for Class A use classes within the Employment Areas as shown on the Proposals Map.
Policy EM2 - Primary and Secondary frontages in Chelmsford City Centre & South Woodham Ferrers, Neighbourhood Centres and upper floors	3, 4, 8, 9	<p>Amount of non-A1 uses permitted on ground floors within primary frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Proposals Maps.</p> <p>Type of uses permitted on ground floors within secondary frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Proposals Maps.</p> <p>Types of uses permitted on ground floors within secondary shopping frontages outside of the Primary Shopping Area as shown on</p>	AMR	<p>No non-A1 uses permitted on ground floors within primary frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Proposals Maps.</p> <p>No non-A, D2 or 'sui generis' uses of a retail nature permitted on ground floors within secondary frontages in Chelmsford City Centre & South Woodham Ferrers Town Centre as shown on the Proposals Maps.</p> <p>No non-A, B1(a), D2 or 'sui generis' uses of a retail or leisure nature permitted on ground floors within</p>



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
		<p>the Proposals Maps.</p> <p>Types of use permitted on ground floors within Neighbourhood Centres as shown on the Proposals Maps.</p> <p>Types of use permitted on upper floors within Neighbourhood Centres as shown on the Proposals Maps.</p>		<p>secondary shopping frontages outside of the Primary Shopping Area as shown on the Proposals Maps.</p> <p>No change of use from A1 to another use where the use does not reinforce the function of the Neighbourhood Centre permitted on ground floors within Neighbourhood Centres as shown on the Proposals Maps.</p>
Protecting the Countryside				
Policy CO1 - Green Belt, River Valleys and Rural Areas	1, 7, 8	Covered by other indicators within the monitoring framework.	N/A	Not required.
Policy CO2 - New buildings in the Green Belt	1, 7, 8	Number of new buildings permitted in the Green Belt.	N/A	All permissions granted for new buildings in the Green Belt are in accordance with the Policy.
Policy CO3 - New buildings in Green Wedges and Green Corridors	1, 7, 8	Number of new buildings permitted in Green Wedges and Green Corridors.	N/A	All permissions granted for new buildings in the Green Wedges and Green Corridors are in accordance with the Policy.



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Policy CO4 - New buildings in the Rural Area	1, 7, 8	Number of new buildings permitted in the Rural Area.	N/A	All permissions granted for new buildings in the Rural Area are in accordance with the Policy.
Policy CO5 - Infilling in the Green belt, Green Wedge, Green Corridor and Rural Area	1, 7, 8	Number of infill dwellings permitted in the Green belt, Green Wedge, Green Corridor and Rural Area	N/A	All permissions granted for infill dwellings in the Green belt, Green Wedge, Green Corridor and Rural Area are in accordance with the Policy.
Policy CO6 - Change of use (Land and Buildings) and engineering operations	7, 8	The amount of land and number of buildings permitted for a change of use or engineering operation.	N/A	All permissions granted for change of use or engineering operation are in accordance with the Policy.
Policy CO7 - Extensions to existing buildings within the Green belt, Green Wedges, Green Corridors and Rural Area	7, 8	Number of extensions to existing buildings permitted within the Green belt, Green Wedges, Green Corridors and Rural Area.	N/A	All permissions granted for extensions to existing buildings within the Green belt, Green Wedges, Green Corridors and Rural Area are in accordance with the Policy.
Policy CO8 - Rural and Agricultural/Forestry Workers' dwellings	1, 2, 3, 7, 8	Number of new dwellings permitted for rural and Agricultural/Forestry Workers'.	N/A	All permissions granted for rural and Agricultural/Forestry Workers' dwellings are in accordance with the Policy.



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Protecting the Historic Environment				
Policy HE1 - Designated Heritage Assets	7, 8	Number of applications permitted affecting designated Heritage Assets.	N/A	All permissions granted which affect a designated Heritage Asset are in accordance with the Policy.
Policy HE2 - Non-Designated Heritage Assets	7, 8	Number of applications permitted affecting non-designated Heritage Assets.	Council's Register of Buildings of Local Value and the Inventory of Design Landscapes of Local Interest prepared by the Essex Gardens Trust.	All permissions granted which affect a non-designated Heritage Asset are in accordance with the Policy.
Policy HE3 - Archaeology	7, 8	Number of applications permitted affecting archaeological sites.	N/A	All permissions granted affecting archaeological sites are in accordance with the Policy.
Protecting the Natural Environment				
Policy NE1 - Ecology and Biodiversity	7, 8	Percentage change in area of designated biodiversity sites (ha).	AMR	No net loss of designated biodiversity sites.
Policy NE2 - Trees, Woodland and Landscape Features	7, 8	Number of TPO trees or woodlands removed as a result of development permitted. Harm to non-protected landscape features	AMR	All permissions granted which affect protected trees and woodland, and non-protected landscape features are in accordance with the Policy.



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Policy NE3 - Flooding/SUDS	1, 5, 7, 8,	Impacts on floodrisk in an area. Number of planning applications approved contrary to EA advice.	N/A AMR	All permissions granted which affect areas of floodrisk are in accordance with the Policy.
Policy NE4 - Renewable energy and low carbon technologies	1, 5, 7, 8	Number of applications permitted for renewable energy and low carbon technologies.	N/A	All permissions granted for renewable energy and low carbon technologies are in accordance with the Policy.
Delivering and Protecting Community Assets				
Policy CA1 - Delivering Community Assets	6, 8	Number of applications permitted for new Community Assets. Level of open space and sports facility provision.	AMR	All permissions granted for new Community Assets are in accordance with the Policy. To Provide sufficient levels and types of Open Space and sports facilities in accordance with the latest adopted City Council Standards.
Policy CA2 - Protecting Community Assets	6, 8	Number of applications permitted for the change of use of existing Community Assets. Losses of Community	N/A AMR	All permissions granted for the change of use of existing Community Assets are in accordance with the Policy.



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
		Assets.		To maintain sufficient levels of Open Space in accordance with the latest adopted City Council Standards.
Section 9 - Making High Quality Places				
Making Places				
Policy MP1 - Design and place shaping principles	1, 8	Quality of places created by new development.	N/A	All permissions granted for new development are in accordance with the Policy.
Policy MP2 - High quality design	1, 8	Quality of design of new development.	N/A	All permissions granted for new development are in accordance with the Policy.
Policy MP3 - Sustainable Buildings	1, 8	<p>Percentage reduction in carbon dioxide emissions above the requirements of current Building Regulations for non-residential developments of 1000 sqm or more.</p> <p>Number of new non-residential buildings achieving a minimum BREEAM rating (or its</p>	AMR	<p>Non-residential developments of 1000 sqm or more achieving at least a 10% reduction in carbon dioxide emissions above the requirements of current Building Regulations.</p> <p>New non-residential buildings with a floor</p>



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
		<p>successor) of 'Very Good'.</p> <p>Water efficiency rate of new dwellings.</p> <p>Number of new dwellings and non-residential buildings providing convenient access to EV charging point infrastructure.</p>		<p>area in excess of 500sqm achieving a minimum BREEAM rating (or its successor) of 'Very Good'.</p> <p>All new dwellings meeting Building Regulations optional requirement for water efficiency of 110 litres/person/day.</p> <p>All new dwellings and non-residential buildings providing convenient access to EV charging point infrastructure.</p>
Policy MP4 - Design specification for dwellings and houses in multiple occupation	1, 2, 8	Number of new houses in multiple occupation permitted.	N/A	All permissions granted houses of multiple occupation are in accordance with the Policy.
Policy MP5 - Parking Standards	8	The level and type of parking provision for new developments.	N/A	All permissions granted for new development are in accordance with the Policy.
Policy MP6 - Tall buildings	2, 8	Amount of new buildings permitted above 6 storeys or 16m in height.	N/A	All permissions granted for new buildings above 6 storeys or 16m in height are in accordance with the Policy.



Local Plan Policy	Strategic Priority	Key Indicators	Source	Target
Policy MP7 - Provision of broadband	5	Level of superfast broadband in the Chelmsford administrative area.	AMR	All permissions granted for new residential and non-residential properties allow for the provision for superfast broadband in order to allow connection to that network as and when it is made available.
Protecting Amenity				
Policy PA1 - Protecting Amenity	8	The impact all new development permitted has on the amenities of the surrounding area.	N/A	All permissions granted for new development are in accordance with the Policy.
Policy PA2 - Contamination and Pollution	7	Levels of pollution.	N/A	All permissions granted new development for are in accordance with the Policy and technical advice.



Appendix A- Development Standards

Introduction

A.1 This Appendix provides information about standards that apply to all new residential developments in Chelmsford including conversions, whether apartments, houses or Houses in Multiple Occupation (HMO's). The standards also apply to extensions to existing dwellings in most circumstances.

A.2 These standards are provided as an Appendix rather than set out in policies within the Local Plan to enable them to be reviewed and updated more readily. They are guidance to be applied to planning applications and seek to ensure new developments will meet the needs of their occupiers, minimise the impact of new developments on surrounding occupiers and encourage higher rates of recycling. Where relevant, links have been provided to other Council documents or national standards. The following standards are covered:

- Privacy and quality of living environment
- Private amenity space
- Natural light
- Open space
- Internal space standards
- Recycling and waste

Privacy and quality of living environment

A.3 The Council will seek to secure high quality design and a good standard of amenity for all existing and future occupants.

A.4 The best way of ensuring privacy for new and existing dwellings is to minimise the extent to which windows face onto private areas of adjacent properties. These private areas include habitable rooms (living rooms, dining rooms, bedrooms), kitchens and privacy zones (areas in gardens immediately adjoining the building). Privacy can be ensured through design of new buildings, but also through achieving specified separation distances between windows and neighbouring private areas. Separation distance between buildings is also important to avoid buildings feeling overbearing to neighbouring residents.

A.5 Where habitable rooms in a new, or extended property will face the rear of an adjacent dwelling, whether new or existing, the separation distances set out in Table 14 apply (Criteria A-D). Criteria E deals with separation distances in order to safeguard against an overbearing relationship, as shown in Figure 35.



A.6 The requirements may be relaxed where privacy is designed-in through careful arrangement of internal accommodation, placement of windows, window design or screening. Shorter back-to-back distances may also be acceptable when the buildings face each other at an angle, typically 30 degrees or more. If there is a change in level between buildings, it may be possible for back-to-back distances to be adjusted.

A.7 To ensure a good standard of living for the occupier of a new or extended property all habitable rooms must have at least one window in a wall allowing outlook and ventilation which meets these standards.

Table 14 : Privacy and proximity standards

Criteria	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
A. Minimum back-to-back (or front-to-back) distance between parallel 2 or 3 storey buildings with rear or front-facing windows serving habitable rooms on upper floors	20m	25m
B. Minimum back-to-back (or front-to-back) distance for 3 or more storey buildings with rear or front-facing windows serving habitable rooms on upper floors*	27.5m	35m
C. Minimum back-to-boundary distance where new buildings, or extensions to existing buildings, have a back-to-back relationship with <i>existing</i> residential buildings**	15m	
D. Minimum distance between a window serving an upper-floor habitable room and the side garden boundary of an adjacent property (unless the privacy zone is otherwise protected)***	15 m (add 4 m for each additional storey)	
E. Minimum back-to-flank wall distance****	12.5m for a two storey flank wall (add 4 m for each additional storey)	



Private amenity space

A.8 The Council expects all new homes to provide easy access to private or communal garden space. The size of the private space expected depends on the type of unit and the accessibility of the location. All new residential development shall provide private amenity space to a high standard.

A.9 The siting, orientation, size and layout should make for a secure and usable space, which has an inviting appearance for residents and is appropriate to the surrounding context. All private amenity spaces shall be designed so as to avoid harmful overlooking from other properties.

A.10 Where refuse bins and cycles have to be kept in a rear garden then direct and secure access from the street should be provided.

A.11 Tables 15 and 16 contain space standards for private gardens, balconies and communal garden space. See also Figure 35. In tight urban environments, quality may be more important than the quantity of space. Gardens do not have to be limited to ground level, in appropriate circumstances elevated gardens and roof gardens may be encouraged to maximise use of space.

Table 15 : Garden standards for new houses

	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
1 or 2 bedroom Houses	40 sqm minimum private garden <i>or</i> use of directly accessible communal garden equivalent to 25 sqm per-unit including 10 sqm demarcated private zone for each house	50 sqm minimum private garden
Houses with 3 or more bedrooms	50 sqm minimum private garden	80 sqm minimum private garden

**Table 16 : Garden and balcony standards for new apartment blocks and HMOs**

	Chelmsford City Centre and SWF Town Centre	Outside of Chelmsford City Centre and SWF Town Centre
Upper floor apartments	Provision of a private balcony (minimum 3 sqm), plus 20 sqm minimum per-unit of communal garden (100 sqm minimum in total) <i>or</i> be located within 600 m of a park or recreation ground	Provision of a private balcony (minimum 3sqm), plus 20 sqm minimum per-unit of communal garden (100 sqm minimum in total)
Ground floor apartments	10 sqm minimum demarcated private zone, plus 20 sqm minimum per-unit of communal garden (100 sqm minimum in total) <i>or</i> be located within 600 m of a park or recreation ground	10 sqm minimum demarcated private zone, plus 20 sqm minimum per-unit of communal garden (100 sqm minimum in total)
Houses in Multiple Occupation (HMOs)	50 sqm minimum communal garden	80 sqm minimum communal garden

A.12 Communal gardens should benefit from some form of enclosure as they are intended to be semi-private spaces and should be of an appropriate shape to fulfil their function (e.g. socialising or drying washing). They should benefit from casual surveillance so that they feel safe and be accessible to all intended users. For city/town centre schemes, a communal garden area will be encouraged.

A.13 A demarcated private zone for ground floor apartments should be provided as a small garden, patio or deck, with direct access from the property. Where ground floor apartments cannot provide a sufficiently enclosed private zone, windows and doors should be separated from public areas through hard and/or soft landscaping.

A.14 For street facing ground floor apartments, the building should be designed to interact with the street, so an enclosed private zone facing the street may not be appropriate. To avoid a street facing single aspect property, dual aspect or duplex apartments are encouraged.

A.15 Exceptions to the above standards may be considered in physically-constrained sites where development is desirable in the wider public interest.

Natural light

A.16 New housing development and extensions should provide an adequate level of natural light for new and existing dwellings. Good natural light makes dwellings more attractive, pleasant and energy-efficient. Housing layouts should be designed to maximise daylight and sunlight to dwellings as far as possible, as long as the development adheres to other policies and standards.



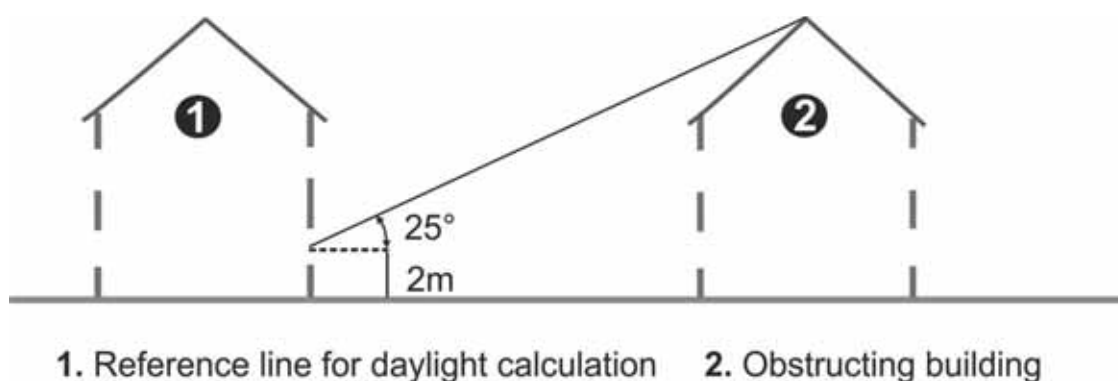
Sunlight

A.17 A sunlit room is achieved where a window faces 90 degrees due south. It is not a reasonable requirement to expect this of all dwellings in a development, but good levels of daylight and a pleasant outlook can compensate for a lack of direct sunlight.

Daylight

A.18 Acceptable daylight in existing building interiors is achieved if a 25 degree vertical angle from a point 2m above the floor at the building façade is not obstructed (Figure 36). It is accepted that taller buildings will cause a higher degree of daylight loss, which is one of the reasons why taller buildings will be limited to appropriate city centre locations.

Figure 36

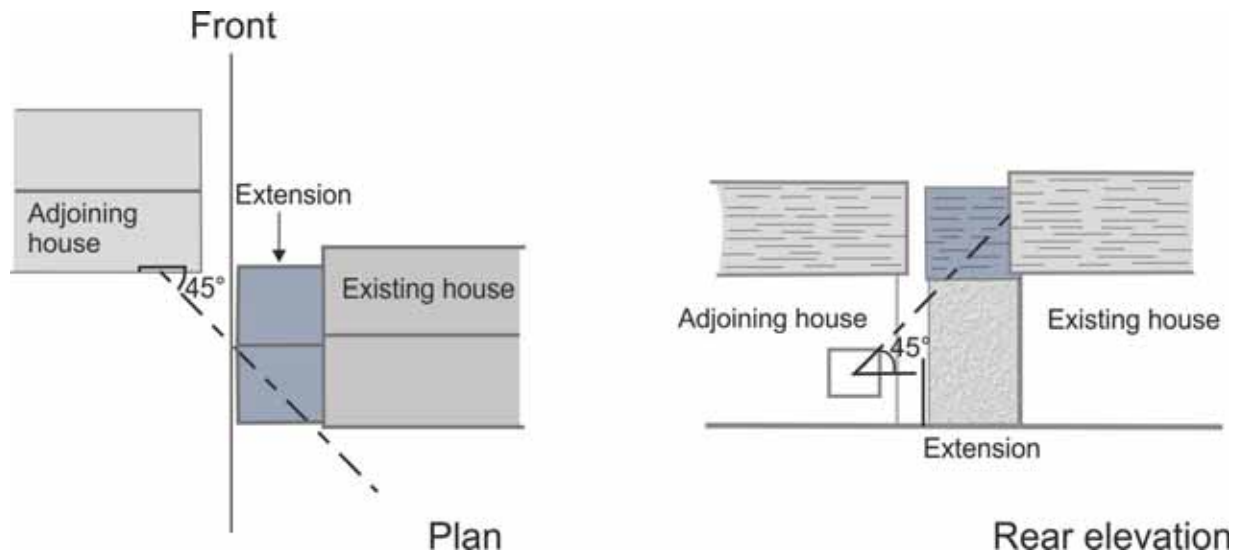


The obstructing building (No 2) does not breach the 25 degree angle, hence acceptable daylight should be achieved within property No 1 (source: Essex Design Guide 2015)

A.19 Projections at right angles to a main building range should not infringe a 45 degree angle drawn in plan and elevation from the centre of the closest ground floor habitable room window in neighbouring properties (see Figure 37).



Figure 37



The extension at the neighbouring property breaches a 45 degree line both in plan and elevation.

Open space

A.20 Open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

A.21 An open space study, '*Chelmsford Open Space Study 2016-2036*', was undertaken by Ethos Environmental Planning in 2015-2016 to inform the Council's decision making process up to 2036. The study was carried out in-line with the National Planning Policy Framework (NPPF) (*Para 73 and 74*) and in accordance with Sport England's guidance.

A.22 Access and quantity standards from the study for different types of open space are summarised in Table 17.

**Table 17 : Access and quantity standards for different types of open spaces in Chelmsford**

Type of open space	Quantity standard (ha/1000 population)	Access standard
Accessible Open Space		
Allotments and community gardens	0.30	720m or 9 minute walk
Amenity green space	0.40	480m or 6 minute walk
Play space (children)	0.05	480m or 6 minute walk
Play space (youth)	0.05	600m or 7-8 minute walk
Strategic Open Space		
Parks and recreation grounds	1.65	600m or 7-8 minute walk
Natural green space	1.0	Refer to the Open Space study

A.23 To help calculate the amount of open space required for each new dwelling, the Council has grouped allotments and community gardens, amenity green space, and play space for children and youths together and classed these as 'Accessible Local Open Space'. Parks and recreation grounds are referred to as Strategic Open Space. See Table 18 for summary standards in ha and sqm/1000 population.

Table 18 : Quantity standard for 'Accessible Local Open Space and Strategic Open Space'

Type of open space	Quantity standard (ha/100 population)	Quantity standard (sqm/1000 population) 1 ha = 10,000 sqm
Total Accessible Local Open Space	0.8 ha	8,000 sqm
Total Strategic Open Space	1.65 ha	16,500 sqm



The calculations below set out how much open space will be required for each new dwelling:

A.24 Average occupancy rate of homes in Chelmsford is 2.4 persons per-dwelling (Census 2011).

1) Number of households per 1000 population: 1000 people/2.4 people per-dwelling = **417 dwellings**

2) Accessible Local Open Space per dwelling: 8,000 sqm/417 dwellings = **19 sqm/dwelling**

3) Strategic Open Space per dwelling: 16,500 sqm/417 dwellings = **40 sqm/dwelling**

4) Overall total open space: 19 sqm + 40 sqm = **59 sqm/dwelling**

A.25 In addition to above requirements, on-site natural and semi-natural open space will need to be provided as set out in Table 19. The quantity and type of this open space will be determined through the planning process for each site. This may form part of a sustainable drainage system.

Table 19 : Thresholds for on or off-site provision of open space

Size of Scheme	Provision
Less than 10 dwellings	No provision expected on-site
10-29 dwellings	Accessible Local Open Space required on-site at 19 sqm per-dwelling
30 dwellings or more	Accessible Local Open Space required on-site at 19 sqm per-dwelling, plus Strategic Open Space required on-site at 40 sqm per-dwelling

A.26 On developments of 30 or more dwellings, Strategic Open Space will normally be required to be provided on-site. Considerations for accepting a commuted sum, in lieu of on-site provision, will include:

- The scale of the proposed development and site area; and
- The suitability of a site considering, for example, its topography or flood risk; and
- The existing provision of facilities within the neighbourhood and/or the sub area; and
- Other sites in the neighbourhood where additional provision is proposed; and
- Existing access to facilities within the neighbourhood and/or sub area.

A.27 Commuted sums are to be secured through legal agreements. CIL payments can be utilised for new or improved Accessible Local Open Space or Strategic Open Space.



Internal space standards

A.28 In 2015, the Government introduced a space standard, 'Technical housing standards – nationally described space standard' which sits alongside Building Regulations as an optional standard. This space standard deals with internal space for new houses and flats and applies across all tenures of housing. It sets out requirements for the gross internal floor area (GIA) of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of homes.

A.29 According to research by the Royal Institute of British Architects (RIBA), the average new home in England is only 92% of the recommended minimum size. This means there might not be enough space for furniture, storage, socialising or spending time in quiet.

A.30 Chelmsford generally has a standard and wide ranging mix of house types within its area and therefore the Government standards appear to fit well with the housing stock in Chelmsford. There are no particular issues within the Chelmsford housing market that would require a departure from the national standards. To meet the needs of occupiers, all new residential development should be built in accordance with the nationally described space standard. The standard requires that:

- A dwelling provides at least the GIA and built-in storage area set out in Table 20 below
- A dwelling with two or more bedspaces has at least one double (or twin) bedroom
- In order to provide one bedspace, a single bedroom has a floor area of at least 7.5 sqm and is at least 2.15m wide
- In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5 sqm
- One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
- Any area with a headroom of less than 1.5m is not counted within the GIA unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the GIA)
- Any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all
- A built-in wardrobe counts towards the GIA and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72 sqm in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement
- The minimum floor to ceiling height is 2.3m for at least 75% of the GIA.



Table 20 : Minimum Gross Internal Floor Area and storage (sqm)

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

* Where a one person flat has a shower room rather than a bathroom, the GIFA may be reduced from 39m² to 37m².

Recycling and waste

A.31 The average household in Chelmsford generates approximately 1 tonne of waste every year. Recycling and waste data shows that households in 2015 separated their materials into general waste (55.3%), garden waste (21.7%), dry recyclables (17.8%) and food waste (5.2%). The overall recycling percentage for Chelmsford (garden waste, dry recyclables and food waste) was 44.7% in 2015, similar to the country average, but below the target of 50% in Chelmsford's Waste Strategy (2009).



A.32 Putting materials in the black bin for general waste should be considered a last resort. Disposing of materials in landfill or by other methods such as Mechanical Biological Treatment (MBT) comes at a high cost to the Council and tax payers, and is a poor choice for the environment. Chelmsford offers a comprehensive recycling collection service which allows residents to recycle more materials than many other local authorities, including the kerbside collection of small Waste Electronic and Electrical Equipment (WEEE) and textiles. This saves natural resources and reduces the greenhouse gases associated with creating new products and their disposal.

A.33 Separation of waste at source assists in achieving the above target. The Council published planning guidance in September 2013 called *'Recycling and Waste: Planning Guidance on Storage and Collection of Recycling and Waste'*. This document provides detailed guidance on how to design developments to facilitate collection, collection vehicle dimensions, receptacles required for recycling, food waste and general waste for different types of developments as well as dimensions of the various receptacles offered by the Council.

A.34 10.35 Recycling and waste collection provision for houses, apartments and flats, as set out in the above document, has been reproduced below as Tables 21 and 22 for ease of reference. The following key design standards from the above document need to be considered at the early design stages:

- All bin stores should be as close as possible to the highway and collection operatives should not have to wheel or carry receptacles further than 20m
- Communal bin stores should be located no further than 30m away from flats or apartments served by this store
- Communal bin stores should be in the form of dedicated bin store rooms in the ground floor of buildings or in the form of robust and covered external compounds sited in unobtrusive locations
- Schemes to be designed to avoid collection vehicles reversing; if reversing is necessary it should be no more than 12m; if the vehicle has to turn, sufficient space needs to be provided for this in the layout.



Table 21 : Recycling and waste receptacles required for houses

	Material for collection	Bin type	Recommended location on house plot
1-6 person house	Non-recyclable general waste	180 litre wheeled bin (black), maximum 1 bin	Near to house, close to front or back door, easily wheeled to kerbside for collection.
	Garden waste	240 litre wheeled bin (brown), maximum 2 bins	
	Cans, glass, aerosols, foil, textiles and small electrical and electronic equipment	55 litre green box	Undercover e.g. bin store, garage, car port, shed, kitchen, utility room. Able to be easily moved to kerbside for collection.
	Paper	White bag – re-useable poly sack (55 litre)	
	Cardboard	White bag – re-useable poly sack (55 litre)	
	Plastic & cartons	Clear bags (55 litre)	
	Food waste – internal	7 litre small grey caddy – maximum 1 bin	In kitchen/utility room
	Food waste – external	23 litre medium green bin	Near to house, able to be easily moved to kerbside for collection
	Garden and food waste	Compost bin	Rear garden, away from the house, directly on soil
7+ person house	Household waste	One 240 litre wheeled bin (black)	Near to house, easily wheeled to kerbside for collection
	All other materials	Same as for 1-6 person house	



Table 22 : Recycling and waste collection for flats and apartments

Material	Bin Type	Storage capacity required (litres) per-unit		
		1 bedroom	2 bedroom	3 or more bedrooms
Non-recyclable general waste	240, 360, 660 or 1100 litre wheeled bins	72	108	180
Food waste	140 litre wheeled bins (green)	6.9	11.5	23
Glass (clear)	240 or 360 litre wheeled bins (green)	8.2	11.9	18.3
Glass (coloured)		8.2	11.9	18.3
Cans, foils, aerosols		8.2	11.9	18.3
Plastic and cartons		57.2	79.2	110
Mixed paper and cardboard	660 litre wheeled bins (blue), 360 litre two wheeled green bins can be used in smaller schemes	57.2	79.2	110



Appendix B- Evidence Base

Draft Local Plan – Preferred Options Evidence Base

This new Local Plan will be based on relevant up to date evidence about the economic, social and environmental characteristics of the area. Evidence base documents to support the new Local Plan include:

Chelmsford City Council Strategies

Be Moved - Chelmsford Sport & Arts Strategy 2012-16

Corporate Plan

Community plan

A Strategy for Older People in Chelmsford 2012-2015

Parks and Green Spaces Strategy

Public Health Strategy

Chelmsford Biodiversity Action Plan 2013-18

Air Quality Management Area action plan

Housing Strategy Statement 2015-2016

Current planning policy

Adopted Site Allocations Development Plan Document

Chelmsford Town Centre Area Action Plan

Core Strategy and Development Control Policies Document 2008 (including Proposals Map)

Core Strategy and Development Control Policies Focused Review, December 2013

Local Development Scheme Fifth Review

Minerals Local Plan 2014 (Essex County Council)

North Chelmsford Area Action Plan

Essex County Council Replacement Waste Local Plan Pre-Submission Draft



Planning Obligations SPD

Chelmsford Town Centre Public Realm Strategy

Statement of Community Involvement Adopted 2016 (March 2017 Update)

Duty to Co-operate

Duty to Co-operate Scoping Report 2015

Duty to Co-operate Scoping Report Consultation Statement

Duty to Co-operate Strategy 2015

Duty to Co-operate Strategy Equality Impact Assessment

Duty to Co-operate Position Statement March 2017

Economic

Chelmsford City Centre Office Market Review 2015

Chelmsford Retail Study Update 2015

East of England Forecasting Model 2014 (Technical Note)

Employment Land Review Final Document (Jan 2015)

Draft Chelmsford Economic Strategy 2017

Environment and Heritage

Adopted Village Design Statements

Agricultural Land Classification East Region (Natural England)

Archaeological Assessment

Braintree, Brentwood, Chelmsford, Maldon and Uttlesford Landscape Character Assessment 2006

Chelmsford Surface Water Management Plan 2014

Chelmsford Air Quality Progress Report 2014

Essex Biodiversity Action Plan

Heritage Assessments



Historic Land Characterisation

Landscape Design and Management New Hall and Registered Park Garden 2012

Landscape Sensitivity and Capacity Assessment

Living Landscapes – A Vision for the Future of Essex

Local Wildlife Sites Review 2016

New Hall and Boreham House, Chelmsford - An assessment of the setting of Listed Buildings and Registered Park & Gardens

Potential Wildlife Sites (PLOWs) 2016

Protected Lanes Study for Chelmsford Borough Council - Assessment of the Site Allocations Development Plan Document

Protected Lanes Study for Chelmsford Borough Council - Summary Report

Strategic Flood Risk Assessment Appendix B and Main Report - Chapters

A Summary of Climate change Risks for the East of England (Climate UK) 2012

Combating Climate Change A Role for UK Forests The synthesis Report (TSO) 2009

Sustainable Drainage Systems Design Guide April 2016 (ECC)

Sustainable Drainage Systems Non-statutory technical standards for sustainable drainage systems March 2015 (DEFRA)

Strategic Flood Risk Assessment Level 1

Technical note on review of Urban Areas and Defined Settlement Boundaries

UK Climate Change Risk Assessment 2017 (Committee on Climate Change)

Water Cycle Study

West End Strategy

Monitoring and equality

New Local Plan Equality Impact Assessment

Ninth Authority Monitoring Report 2014

Tenth Authority Monitoring Report 2015



Eleventh Authority Monitoring Report 2016

Population and homes

Chelmsford Gypsy and Traveller Accommodation Assessment 2017

Five Year Land Supply Position Statement – November 2016

Greater Essex Demographic Projections Phase 7 Macro Area Profiles 2015

Greater Essex Demographic Projections Phase 7 Main Report 2015

Housing Capacity in Chelmsford Urban Area - August 2016

Housing Strategy Statement 2015-2016

Objectively Assessed Housing Need Study November 2016

SHMA Update

SLAA Viability Study

SLAA Database Methodology and Output

SLAA Assessment Criteria

SLAA Assessment for Non Discounted Sites

List of Discounted Sites

SLAA Assessment for Discounted Sites

SLAA Maps by Parish/Town Area

Census data - Headline statistics for Chelmsford

First release findings for Chelmsford

Office for National Statistics, Census 2011

Ward Profiles

Parish Profiles

Sustainability Appraisal and Habitat Regulations Assessment

SA Scoping Report 2015



SA Scoping Report Non-Technical Summary 2015

Issues and Options Non-Technical Summary to SA Report

Issues and Options SA Report 2015

Chelmsford Local Plan Habitats Regulations Assessment: Initial Scoping

Issues and Options Summary Leaflet

Local Plan Issues and Options Sustainability Appraisal and Habitats Regulations Assessment Feedback Report

Preferred Options SA Report

Preferred Options Non-Technical Summary to SA Report

Preferred Options Habitats Regulations Assessment

Preferred Options-Summary Leaflet

Transport and infrastructure

Commissioning School Places in Essex 2014-2019 (Essex County Council)

Local Transport Plan 2011 (Essex County Council)

Transport Impact of the Local Plan Spatial Options

Transport Impact of the Local Plan Alternative Options Sensitivity Testing

Transport Impact of the Local Plan Preferred Spatial Option

Development standards

Open Space Study 1 - Executive Summary

Open Space Study 2 - Community and Stakeholder Consultation Report

Open Space Study 3 - Open Space Needs

Open Space Study 4 - Open Space Area Profiles

Open Space Study 5 - Playing Pitch and Outdoor Sports Needs

Open Space Study 6 - Playing Pitch and Outdoor Sports Strategy and Action Plan

Open Space Study 7 - Indoor Built Sports Facility Needs



Open Space Study 8 - Indoor Built Sports Facilities Strategy and Action Plan

The Essex Design Guide 2005 (EPOA, ECC)

The case for space: the size of England's New Homes 2011 (RIBA)

Technical housing standards - nationally described space standard 2015 (DCLG)

UK Statistics on Waste, (DEFRA and Government Statistical Service)

Recycling and Waste: Planning Guidance on Storage and Collection of Recycling and Waste (2013)

Managing waste in Chelmsford ... today and tomorrow (2009)

Building for Tomorrow - Guidance on Sustainable Design and Construction

Interim Residential Parking Guidance

Consultation and Feedback

Issues and Options Consultation Feedback Report

You said we did (Issues & Options Consultation)



Appendix C- Housing Site Breakdown

Table 23 : Housing Number Breakdown

Source	Net New Homes
Completions 2013-2016	2,088
Outstanding Commitments 2016-2021	
Housing Site Schedule April 2016 including Windfall 2016-2021	6,212
Plus: planning permissions granted April-December 2016:	
Land North East of 158 Main Road Gt Leighs	100
The Lordship Stud Writtle College Main Road Writtle	17
All Saints Church Kings Road Chelmsford	10
Plot M Marconi Site Townfield Street, Chelmsford	56
Phase 3B Runwell Hospital Conversion of Building	14
Ashby House Brook Street Chelmsford	63
16-18 Glebe Road Chelmsford	11
31-37 Springfield Road Chelmsford	18
41 Springfield Road Chelmsford	48
Exclude Broomfield Place/Primary school Lockside and Peninsula (see re-allocations bellows)	-773
Outstanding Commitments 2016-2021 TOTAL	5,766

* The Housing Site Schedule is updated annually in April. The April 2017 Housing Site Schedule will inform the Proposed Submission Local Plan.



Source	Net New Homes
Outstanding Commitments with Planning Permission 2021 onwards	
NE Chelmsford - Beaulieu	2,541
NE Chelmsford – Channels	39
Outstanding Commitments with Planning Permission 2021 onwards TOTAL	2,580
Outstanding Commitments TOTAL	8,356
Outstanding Commitments without Planning Permission (Re-Allocations)	
Peninsula, Warf Road	
Lockside, Navigation Road	
Land to the South and West of Broomfield Place and Broomfield Primary School	
Land r/o 24-70 Pyms Road, Beehive Lane Galleywood	
St Giles, Moor Hall Lane	
Writtle Telephone Exchange, Ongar Road, Writtle	
Outstanding Commitments without Planning Permission (Re-Allocations) TOTAL	843
New Local Plan Allocations 2021-2036 + Windfall Allowance 2021-2036	10,835
TOTAL	22,122



Appendix D- Development Trajectories

Local Plan Housing Trajectory 2016 - 2036																							
	Net new homes	SLAA/UCS Reference	PO Policy Reference	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
LDF Completions and Commitments to 2021																							
Completions 2013-2016	2,088																						
Outstanding Commitments 2016-2021																							
Housing Site Schedule April 2016 including Windfall 2016-2021 (excludes Broomfield Place/Primary school, Lockside and Peninsular 550+223 = removal of 773)	5,439			924	1284	1384	1068	779															
				5,439																			
Planning permissions granted April-December 2016:																							
Land North East of 158 Main Road Gt Leighs	100	MON/001/05/14						100															
The Lordship Stud Writtle College Main Road Writtle	17				17																		
All Saints Church Kings Road Chelmsford	10						10																
Plot M Marconi Site Townfield Street, Chelmsford	56					56																	
Phase 3B Runwell Hospital Conversion of Building	14					14																	
Ashby House Brook Street Chelmsford	63					63																	
16-18 Glebe Road Chelmsford	11					11																	
31-37 Springfield Road Chelmsford	18						18																
41 Springfield Road Chelmsford	48						48																
SUB-TOTAL	337			0	17	144	76	0															
				337																			
Outstanding Commitments TOTAL	5,776																						
New Local Plan Allocations 2021-2036																							
Growth Area 1 - Central and Urban Chelmsford																							
Brownfield Sites in Chelmsford - Location 1A																							
Former Gas Works, Warf Road	250	CFS264	CW1a													250							
Baddow Road Car Park, Baddow Road	190	CFS263 CUA28	CW1d													190							
Travis Perkins, Navigation Road	75	CAU20	CW1e							75													
Navigation Road Sites	35	CUA17	CW1f							35													
SUB-TOTAL	550					0				110						440							

Local Plan Housing Trajectory 2016 - 2036

	Net new homes	SLAA/IUCS Reference	PO Policy Reference	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
North of Broomfield	800	MON/00181/14 (part), MON/00001/15, MON/00185/14, MON/00036/14	6								800												
East of Boreham	145	MON/00106/14	7			45	50	50															
SUB-TOTAL	5045					145					1650					1625					1625		
Existing Commitments with Planning Permission 2021-2036																							
NE Chelmsford - Beaulieu	2,541										1500					1041							
NE Chelmsford – Channels	39										39												
SUB-TOTAL	2,580										1539					1041							
Existing Commitments without Planning Permission (re-allocation)																							
Land to the South and West of Broomfield Place and Broomfield Primary School	200 included within Housing Site Schedule	MON/00183/14	EC3				100	123															
SUB-TOTAL	223					223																	
Growth Area 2 TOTAL	7,848					368					3189					2666					1625		
Growth Area 3 - South and East Chelmsford																							
Strategic Sites																							
North of South Woodham Ferrers	1000	MON/00282/14 (part), MON 00023/15 (part), MON/00167/14, MON/00280/14 (part), MON/00088/14	8								500					500							
South of Bicknaere	30	MON/00060/14	9			10	10	10															
Danbury	100		10								50					50							
SUB-TOTAL	1130					30					550					550							
Existing Commitments without Planning Permission (re-allocation)																							
St Giles, Moor Hall Lane	32	MON/00043/15	EC4								32												
SUB-TOTAL	32										32												
Growth Area 3 TOTAL	1162					30					582					550							

Local Plan Employment Trajectory 2016 - 2036																								
	Net New Employment Floorspace (sqm)	Type of Use	SLAA/UCS Reference	PO Policy Reference	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
LDF Commitments to 2021																								
Outstanding Commitments 2016-2021																								
Law Building, City Park West	1835					1835																		
Ground Floor Block M, Marconi Evolution	136					136																		
Ground Floor Block D, City Park West	700						700																	
CM2, Colchester Road	4156					4156																		
The Exchange, Colchester Road	1424					1424																		
Chelmsford Trade Park, Westway	10393					10393																		
Channels Business Park, Essex Regiment Way	13935					13935																		
Clocktower Industrial Park, Westway	7800					7800																		
Springfield Business Park, Winsford Way	17072					17072																		
Outstanding Commitments TOTAL	57451				57451																			

New Local Plan Allocations 2021-2036																								
Growth Area 1 - Central and Urban Chelmsford																								
Opportunity Sites																								
Former Royal Mail Premises, Victoria Rd	3000																						1000	1000
Rivermead	7000																						2000	2000
Railway Sidings, Brook Street	7000																						2000	2000
SUB-TOTAL	17000																							5000
Strategic Sites																								
Land East of Chelmsford/North of Maldon Road	5000	Office/ High-Tech																						
SUB-TOTAL	5000																							0
Growth Area 1 TOTAL	22,000																							5000

Local Plan Employment Trajectory 2016 - 2036																								
	Net New Employment Floorspace (sqm)	Type of Use	SLAA/UCS Reference	PO Policy Reference	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
Growth Area 2 - North Chelmsford																								
Strategic Sites																								
North East Chelmsford	45000	Office/ High- Tech	MON00139/14 (part), MON00094/14 (part) + subsequent master plan submission	4								20000	20000	20000			20000						5000	
	SUB-TOTAL	45000										20000	20000	20000			20000						5000	
Outstanding Commitments with Planning Permission 2021-2036																								
NE Chelmsford - Beaulieu	40,000											20000	20000	20000			20000							
SUB-TOTAL	40,000											20000	20000	20000			20000							
Growth Area 2 TOTAL																								
	85,000					0						40000	40000	40000			40000						5000	
Growth Area 3 - South and East Chelmsford																								
Strategic Sites																								
North of South Woodham Ferrers	1000	1000 Business Space	MON00282/14 (part), MON 00023/15 (part), MON00167/14, MON00280/14 (part), MON00088/14	8													1000							
	SUB-TOTAL	1000															1000							
Growth Area 3 TOTAL																								
	1000					0						0					1000						0	

Local Plan Employment Trajectory 2016 - 2036																								
	Net New Employment Floorspace (sqm)	Type of Use	SLAA/UCS Reference	PO Policy Reference	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
New Local Plan Allocations 2021-2036 TOTAL	68,000					0						31000					27000							10000
Existing Commitments TOTAL	97,451					0						20000					20000						0	
Existing commitments, new allocations and completions TOTAL	165,451					0						51000					47000							10000

Local Plan Gypsy and Travellers Trajectory 2016 - 2036																								
	Net new Gypsy & Traveller Pitches	Net Travelling Showpeople Plots	SLAA/UCS Reference	PO Policy Reference	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36
New Local Plan Allocations 2021-2036																								
Growth Area 1 - Central and Urban Chelmsford																								
Strategic Sites																								
West Chelmsford (Warren Farm)		5	MON00165/14	2													5							
Growth Area 1 TOTAL																								
	0	5										0					5							
Growth Area 2 - North Chelmsford																								
Strategic Sites																								
North East Chelmsford		9	MON00139/14 (part), MON00094/14 (part) + subsequent master plan submission	4																			9	
Moulsham Hall , Great Leighs		5	MON00204/14 (part)	5													5							
North of Great Leighs			MON00204/14 (part), MON00025/15, MON00016/15 (part), MON00019/14, MON00105/14	5																				
North of Broomfield			MON00187/14 (part), MON00007/15, MON00185/14, 00036/14	6																				
Boreham			MON00106/14	7																				
SUB-TOTAL	0	14										0					5					9		

Local Plan Gypsy and Travellers Trajectory 2016 - 2036																									
	Net new Gypsy & Traveller Pitches	Net Travelling Showpeople Plots	SLAA/UCS Reference	PO Policy Reference	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	
Outstanding Commitments with Planning Permission 2021-2036																									
NE Chelmsford – Channels	10					10																			
SUB-TOTAL	10					10																			
Growth Area 2 TOTAL																									
	10	14				10					0						5						9		
Growth Area 3 - South and East Chelmsford																									
Strategic Sites																									
North of South Woodham Ferrers			MON0028/14 (part), MON 00023/15 (part), MON00167/14, MON0028/14 (part), MON0088/14	8																					
		5																							
Growth Area 3 TOTAL																									
	0	5				0					0						5					0			
Existing Commitments TOTAL																									
	10	0				10					0						0					0			
Existing commitments, new allocations and completions TOTAL																									
	10	24				10					0						15					9			



Appendix E- Glossary

Five-Year Housing Land Supply The new Local Plan must ensure that enough homes are provided and identify enough land to maintain a steady supply of housing over the plan period. This is commonly called maintaining a Five-Year Housing Land Supply.

Affordable Housing Social rented, affordable rented and intermediate housing which is provided to specific eligible households whose housing needs are not met by the market housing on offer. Eligibility is determined with regard to local incomes and local house prices.

Brownfield Sites Land which is or has been previously developed e.g. a redundant factory, as opposed to greenfield land which has never been developed.

Chelmsford Urban Area The main built up part of Chelmsford, including the areas of Great Baddow and Springfield.

Combined Heat and Power (CHP) This is a type of decentralised energy scheme. It is a highly efficient process that captures and utilises the heat that is a by-product of the electricity generation process. By generating heat and power simultaneously, CHP can reduce carbon emissions by up to 30% compared to the separate means of conventional generation via a boiler and power station.

Communities A group of people living in the same place of having a particular characteristic in common.

Community Infrastructure Levy (CIL) A payment that is made to the Council by developers when development starts. The payment is for infrastructure needed to serve development in the area. This can include new transport schemes, community facilities, schools and green spaces.

Comparison Goods Non-food items such as, clothing, footwear, electrical and household. This type of shopping is usually undertaken less frequently than convenience (food) shopping.

Convenience Goods Food and other day-to-day items. This type of shopping is usually undertaken fairly regularly.

Defined Settlement Boundaries These show the extent of villages across Chelmsford. They are a recognised policy tool used to contain a settlement and protect it from unplanned extension into the countryside. Within a settlement boundary, the principle of development is usually more acceptable, whereas development is more strictly controlled in the countryside outside the settlement boundary.



Decentralised energy scheme This is energy produced close to where it will be used, rather than at a large plant elsewhere and sent through the national grid. This local generation reduces transmission losses and lowers carbon emissions. Examples are CHP plants and district energy schemes.

Deliverability Factors and issues which affect the ability of development proposals to proceed as planned.

District Energy Systems These systems produce steam, hot water or chilled water at a central energy centre. The steam or water is distributed in pre-insulated pipework, to individual buildings for space heating, domestic hot water and air conditioning. As a result, individual buildings served by a district energy system do not require their own boilers or chillers. A district energy plant may be combined with e.g. CHP plant.

Duty to Co-operate This is a legal duty that requires Local Planning Authorities and other prescribed public bodies to 'engage constructively, actively and on an ongoing basis' to develop strategic policies. It is a statutory test and a key issue when assessing the soundness of Local Plans.

Employment Land Review (ELR) Assesses the likely demand for, and supply of, land for employment uses including land currently in use for employment purposes; land currently allocated for employment purposes; and land with the potential to be suitable for employment purposes.

Evidence Base A range of information to help the preparation of the Local Plan. This includes background studies, research, surveys and feedback documents.

Garden community principles Sites based around high standards of design and green infrastructure, providing local employment and recreation, delivered through innovative and partnership approaches to delivery.

Green Belt A national planning policy designation given to land. Green Belts were designated to stop the uncontrolled growth of large cities and towns. The Green Belt can include both greenfield and brownfield sites in areas with both good and poor landscape value.

Greenfield Sites Land that has not been previously developed. Greenfield sites are actually defined by the use of the land, in that they are undeveloped pieces of land. In the main, greenfield sites are outside existing built-up areas, but areas such as open spaces and residential gardens are considered greenfield regardless of where they are located.

Green Corridor Land that the Council has designated as being important for nature conservation, recreation and access and can be either within or outside the Green Belt. These are areas within the main river valleys that extend into the open countryside.

Green Wedge Land that the Council has designated as being important for nature conservation, recreation and access and can be either within or outside of the Green Belt.

Growth Sites Smaller sites to accommodate less than 100 houses



Habitat Regulations Assessment (HRA) An assessment as to whether the new Local Plan will adversely affect any designated European Habitat sites.

House in Multiple Occupation (HMO) A property rented out by at least 3 people who are not from 1 'household' (eg a family) but share facilities like the bathroom and kitchen.

Housing Market Area (HMA) Identified through an Objectively Assessed Housing Study. Chelmsford shares a housing market area with Braintree, Colchester and Tendring Councils.

Infrastructure Delivery Plan (IDP) This document forms part of the evidence base for the Local Plan. It assesses the infrastructure capacity and needs of Chelmsford and provides an overview of the way infrastructure is planned and the agencies involved in its delivery. It also looks at costs and likely funding mechanisms for infrastructure, and forms the basis for assessing contributions that would be sought to meet the needs of new development.

Key Service Settlements A group of larger settlements which provide a range of key services such as primary schools, healthcare, pubs, local shopping and community facilities.

Landscape Character Assessment An assessment which describes the main types of landscape in an area and gives advice about the management and planning of the landscape. Chelmsford's landscape character assessment was undertaken with Braintree, Maldon, Brentwood and Uttlesford.

Living Landscapes Key areas of landscape identified by Essex Wildlife Trust which are promoted for nature conservation, wildlife habitats, public enjoyment and adaptation to climate change.

Local Development Framework (LDF) The collection of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) setting out the overall planning strategy, policies and proposals for Chelmsford City. New planning legislation in 2012 requires authorities to prepare a single 'Local Plan' to replace Development Plan Documents.

Local Development Scheme (LDS) A project plan and timetable for the preparation of the Local Development Framework or Local Plan. It can be updated and amended as necessary by the Council.

Local Plan A comprehensive document outlining the long-term vision for Chelmsford, identifying locations for delivering housing and other strategic development needs such as employment, retail, leisure, community and transport development.

Market Housing Private rented and housing for sale where prices are set in the open market.

Minerals Safeguarding Area An area of land overlying or in the immediate vicinity of a mineral resource that is defined on a map and is recognised through policy as an area that needs consideration if a non-mineral development is submitted for determination.



National Planning Policy Framework (NPPF) A document setting out the Government's national planning requirements, policies and objectives. It replaces most national advice previously contained within Planning Policy Statements, Planning Policy Guidance and Circulars. The NPPF is a material consideration in the preparation of a Local Plan and when considering planning applications.

Neighbourhood Centre/Focus An area which contains community services and facilities which can include but are not limited to small shopping parades, educational and healthcare facilities, places of worship, and civic and green spaces.

Objectively Assessed Housing Need All Local Plans should make every effort to meet the full, objectively assessed needs for market and affordable housing in the housing market area, as identified through the Authority's evidence base.

Opportunity Sites Sites in the urban area which may come forward for a mix of uses which may or may not include housing. They are areas with development potential, allocated to make the best and most efficient use of brownfield land.

Phasing The timing for which an area of development will come forward and be built.

Planning Practice Guidance (PPG) Additional Government planning policy guidance covering over 40 categories including Local Plans, Neighbourhood Planning and Duty to Co-operate.

Proposals Map A Ordnance Survey based map showing where policies and designations within the Local Plan apply.

Public Realm Any publicly-owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities. The quality of our public realm is vital if we are to be successful in creating environments that people want to live and work in.

Sites of Special Scientific Interest (SSSIs) A conservation designation denoting a protected area in the United Kingdom.

Service Settlements The groups of settlements which have more limited services. They have primary schools, but do not have the range of other services and facilities that are found at the Key Service Settlements.

Small Settlements The smallest group of settlements in the district which have relatively limited services and facilities.

South Woodham Ferrers Urban Area The main built up part of South Woodham Ferrers Town.

Spatial Planning Goes beyond traditional land use planning of considering pieces of land. It seeks to bring together land-use policies with other policies, programmes and strategies, which can influence the nature of places and how they function.



Spatial Principles These set out how the Local Plan will achieve its vision for the future growth and change of Chelmsford. Spatial principles will manage and accommodate this growth by outlining how support infrastructure will be secured, and ensuring that growth is focused in the most sustainable locations.

Spatial Strategy An approach to delivering the vision for Chelmsford, as set out in this Local Plan. It sets out the amount and location of new development, and how places will change and be shaped throughout the Plan period and beyond.

Special Policy Areas A designation which enables the operational and functional requirements of these large facilities and institutions to be planned in a strategic and phased manner.

Strategic Flood Risk Assessment (SFRA) – to follow

Strategic Growth Sites Large sites to accommodate 100 or more houses

Strategic Housing Market Assessment (SHMA) Sets out estimates of Chelmsford's current and future housing requirements including the number of new homes needed by tenure and type, and the housing requirements of important sub-groups of the population.

Strategic Land Availability Assessment (SLAA) A technical assessment of sites, land and buildings that may have the potential for future development (housing, employment, community etc.). The SLAA does not determine whether new development will be built as this is a matter for the City Council to make through the next Local Plan and/or the planning application process.

Sui Generis Planning uses falling outside the standard use classes, which can include betting offices, theatres, hostels, scrap yards, petrol stations, nightclubs, launderettes, casinos.

Sustainability Appraisal/Strategic Environmental Assessment (SEA) Assessment of the social, economic, and environmental impacts of the policies and proposals contained within a development plan document.

Sustainable Drainage Systems (SuDS) This is a natural approach to managing drainage by slowing down and reducing the quantity of surface water runoff from a developed area to manage downstream flood risk, and reducing the risk of the runoff causing pollution.

Urban Renaissance The re-population, regeneration and renewal of towns and cities.

Vision Aspirations for what the new Local Plan could achieve or accomplish in the future.



11- Draft Proposals Maps

FOR PRINTING PURPOSES ONLY THIS SECTION OF THE PREFERRED OPTIONS CONSULTATION DOCUMENT APPEARS AS A STAND-ALONE DOCUMENT



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